FIRST RIDES!

BMW R1200GS, SUZUKI GSX-R600

Kenny Roberts Sr. Writes For Us! (No Kidding!)

MOTOR CYCLIST

HONDA CBR1000RR

Better Than The GSX-R?

CHEAP THRILLS!

PLUS!

Pro Riding Secrets, Radial Brake Tech, Pad Swapping, And More!

New Do-It-All Sportbikes For Under $7000

- Honda 599
- Suzuki SZ650
- Triumph Speed Four
- Yamaha FZ6

10 Cheap Tweaks

Go Fast Without Going Broke

Affordable Insanity

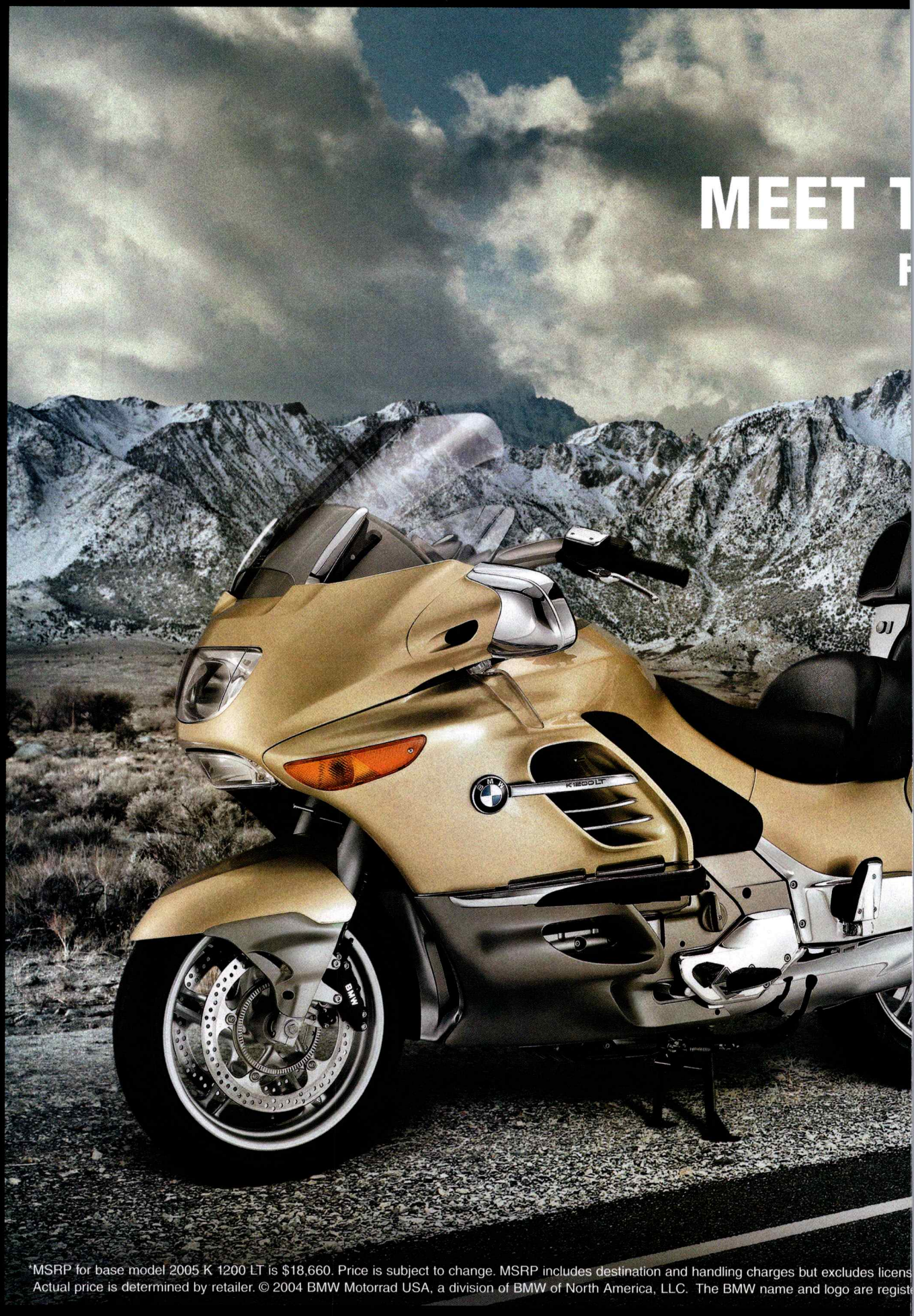
Cross-Country On A Used Yamaha R1

April 2004 $3.99 U.S. $4.99 Canada

#BXBCKJD ******CAR-RT LOT**C-014
#377480001873355 8# ZD DEC04
MC
P132
[redacted]

www.motorcyclistonline.com

A PRIMEDIA Publication



*MSRP for base model 2005 K 1200 LT is $18,660. Price is subject to change. MSRP includes destination and handling charges but excludes licens
Actual price is determined by retailer. © 2004 BMW Motorrad USA, a division of BMW of North America, LLC. The BMW name and logo are regist

THE NEW 116 HP K 1200 LT.
FILET MIGNON IN A WORLD OF BEEF JERKY.

How's Montana sound? Or the Canadian Rockies? On the new BMW K 1200 LT, you can dine across town, or across the country. And with a powerful 116 horsepower four-cylinder engine with reverse gear, plenty of stowage space and a fully electric centerstand, you'll do it with remarkable luxury, comfort and speed. So what's it going to be? A bistro in B.C? Or just caribou jerky in Saskatchewan? On the K 1200 LT it's all out there, ready for you to sink your teeth into.

- 116 horsepower.
- Automatic electrohydraulic centerstand.
- Full integral antilock brakes.
- Heated hand grips. Optional heated seats and backrest.
- Cruise control.
- 88 ft/lbs. of torque.
- 6-speed gearbox with electric reverse.
- Colors:
  - Light yellow metallic
  - Ocean blue metallic
  - Dark graphite metallic
- Starts at **$18,660.***

For more information, visit your local BMW Motorrad USA dealer, contact us at 1-800-345-4BMW or log onto bmwmotorradusa.com.

THE RIDE IS ON.

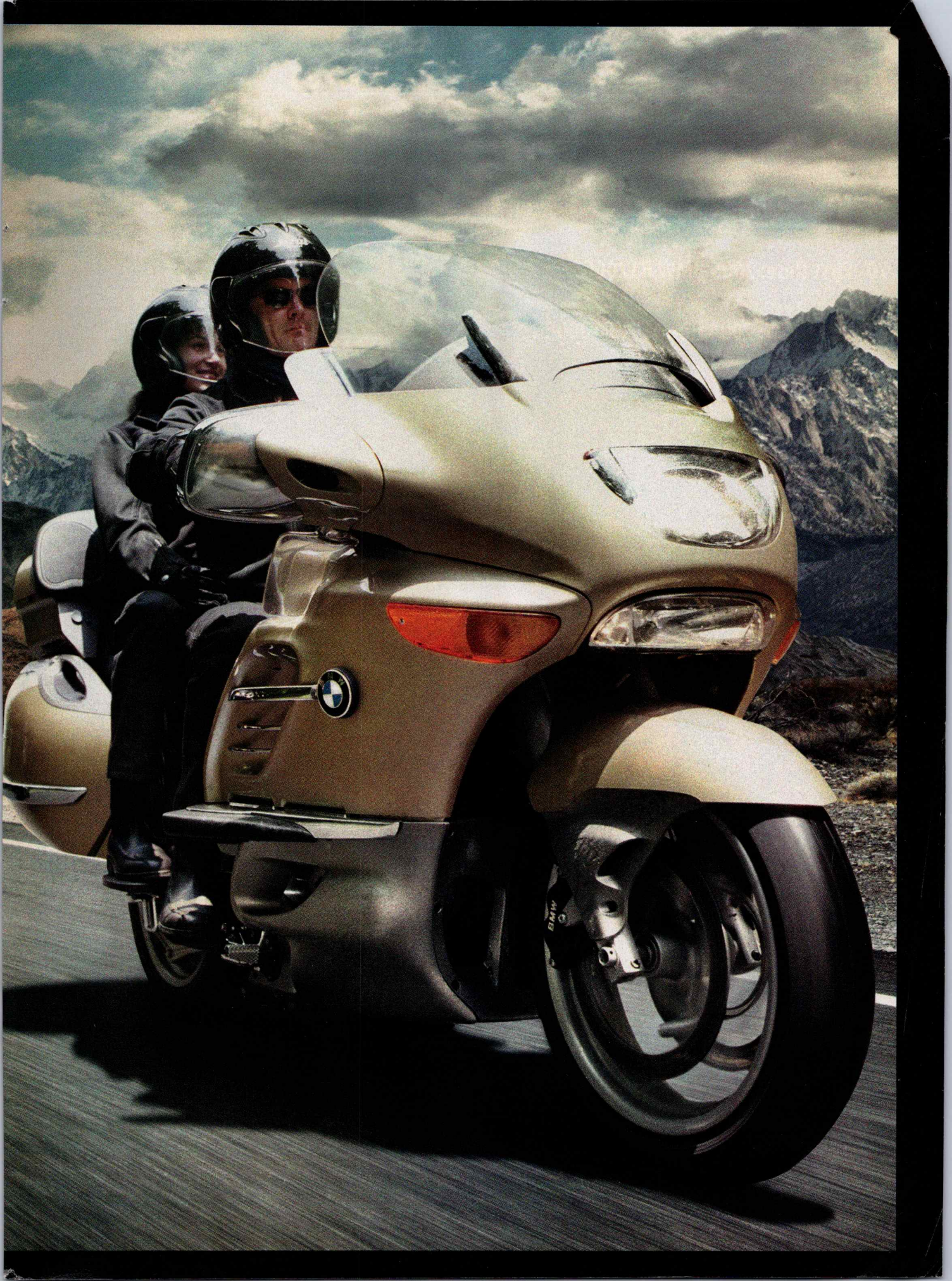
BMW Motorrad USA

K 1200 LT

Motorcycles since 1923

e, registration, taxes, title, insurance and options.
ered trademarks.

☑ Embrace the unexpected.
☑ Pass creepy middle-aged guys driving convertibles.
☐ Impress gas station attendants with your fully automatic centerstand.
☑ Feel her presence behind you and smile.
☑ Exhibit highly nomadic behavior.
☑ TAKE HER OUT TO DINNER.
WAY, WAY OUT TO DINNER.
☐ Let a little kid sit on your bike.
☐ Beat a path off the beaten path.
☑ Never cower beneath an overpass to avoid the rain.
☑ Make Texas seem like Rhode Island.
☐ Explain what the word "ergonomics" means to a guy named Cletus.
☑ Ride until you need a new map.
☐ Wish there was a seventh gear.
☑ Become a distant speck on the horizon.


BMW

motorcycles

34 The $7000 Solution
Honda 599 vs. Suzuki SV650 vs. Yamaha FZ6: When you got no dough but the mojo to get out and go, here's what you need to know

50 Mondo Middleweight
Triumph's Speed Four is dirt-cheap and hellacious fun—but it's not exactly for newbies

70 First Ride: 2005 BMW R1200GS
Fresh from the dual-sport mavens in München: *The ultimate do-anything, go-anywhere motorcycle just got impossibly better*

82 Road Test: 2004 Honda CBR1000RR
Don't cry for me, Valentino

features

14 Roberts Chronicles
"King Kenny" writes about his entry into motorcycling

54 Cheap Tweaks
10 low-buck-to-no-buck tricks to help you cheapskates get more miles (and smiles) out of your ride

60 Yamahaulin'
2200 miles in 44 hours on a used—and reasonably cheap—Yamaha YZF-R1. We put the "Sore" in the Iron Butt Association's SaddleSore 2000

34 Naked middleweights—cheap thrills indeed

Actions depicted in *Motorcyclist* are taken under controlled conditions and are posed for by professional riders wearing proper gear, and aging editors trying to recapture their former glory. Whippersnappers and other upstarts should not attempt to duplicate them; doing so may be dangerous.

MOTORCYCLIST
World's Largest Streetbike Publication • Issue 1285
April 2004

BEFORE WE BUILT THEM,
WE SPENT 99 YEARS MAKING WORK BOOTS.
WORK BEFORE PLAY, MY FRIEND.

GENUINE RED WING

Introducing Red Wing Motorcycle Boots. Superior double-H weight leather. Hand built with welt construction for durability. Removable contoured footbed for comfort. Heavy duty soles. Extra sizes and widths for the perfect fit. The most road worthy footwear on the road. It's about time.

RED WING SHOES®

MADE IN THE U.S.A.

© 2004 RED WING SHOES

1-800-RED-WING ★ REDWINGSHOES.COM

April 2004

columns & departments

8 Lean Angle
Bang for the buck

10 Déjà View
Patrick Bodden's "Most Memorable" List

14 Roberts Chronicles
"King Kenny" writes about his entry into motorcycling

18 Backfires
Taking some good-natured (and not-so-good-natured) "Fun Factor" flak

98 Gear Box
Cool stuff for motofolks on the go

102 Marketplace

110 Ad Index

130 Megaphone
Dexter Ford's "Inner Junk Man"

up to speed

News and short takes from the streetbike world

22 First Ride: 2004 Suzuki GSX-R600
It's all-new and—surprise!—very, very good

24 First Ride: 2004 Suzuki DL650 V-Strom
One part SV650, one part DL1000

28 Michelin's New Pilot Power Sport Tire
Trying 'em out at LVMS with the MotoGP stars

28 Yamaha's 2005 FJR1300
New price, same old special-order program

30 2004 Roadracing Schedules
Where to go to watch the show—and when

32 Yamaha's New Chopper
It's expensive, but it flies

32 Tear-Offs
Harley summits Mt. Everest, organ-donor dilemma, new emissions rules

the real world

Tips, Tweaks, Fixes and Facts: A Complete Guide to the Motorcycle Ownership Experience

112 How It Works: Ultra Stoppers
Nice to know your investment in MotoGP is paying off

113 Smart Money
1986–2003 Kawasaki Concours

114 Track Time
The art of hanging off, explained

116 Street Savvy
Formation flying the right way

118 How-To
Brake-pad replacement made easy

120 Doin' Time
Triumph's Daytona 600: Mission accomplished?

122 Answers
Of long-distance engines and piston upgrades

124 The List 2004
Specs, prices and verdicts on every year-2004 street bike sold in America

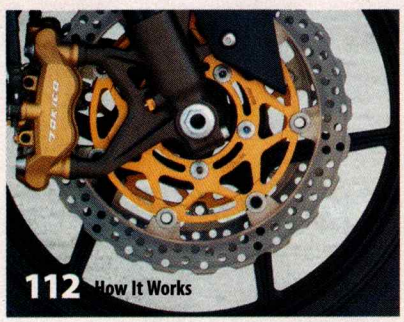
128 Hard Numbers
Performance information for road-tested motorcycles

82 Road Test: 2004 Honda CBR1000RR

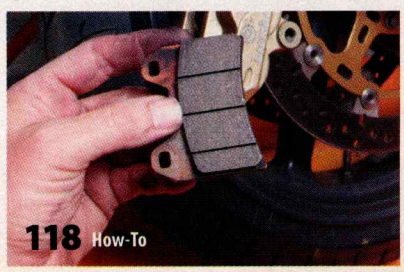
Motorcycles in this issue:

Aprilia Tuono	p. 121
BMW R1100S Boxer Cup	p. 121
BMW R1200GS	p. 70
Ducati Monster 620	p. 45
Honda 599	p. 38
Honda CBR1000RR	p. 82
Kawasaki Concours	p. 113
Suzuki DL650 V-Strom	p. 24
Suzuki GSX-R600	p. 22
Suzuki SV650	p. 40
Triumph Daytona 600	p. 120
Triumph Speed Four	p. 50
Yamaha FJR1300	p. 28
Yamaha FZ6	p. 36
Yamaha YZF-R1	p. 60

70 First Ride: 2005 BMW R1200GS



112 How It Works



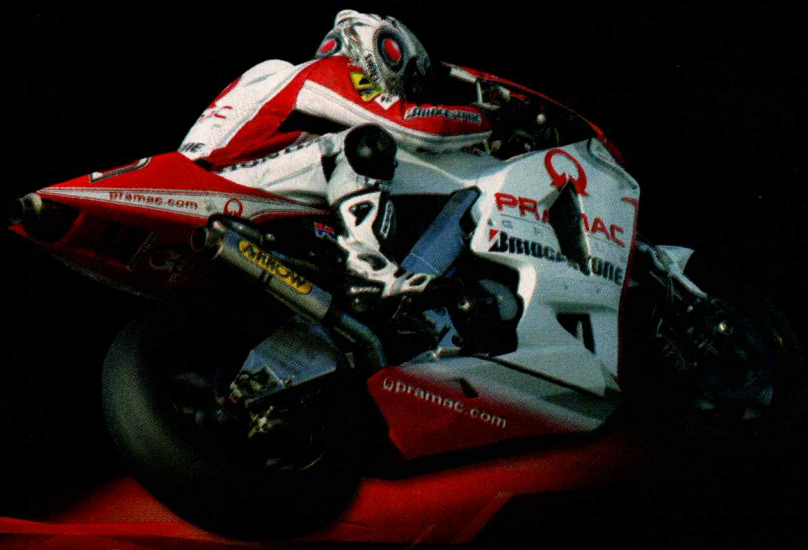
118 How-To

on the cover

A trio of affordable, middleweight naked bikes tearing up a SoCal back road... What better way to illustrate the whole Cheap Thrills point of view, eh? Sublime imagery by Kevin Wing.

98 New Gear

BRIDGESTONE



INTRODUCING

BATTLAX BT-014

The **NEW BT-014** Ultra-High Performance Radial is designed for the aggressive street rider, utilizing a new silica compound formulated with technology from MotoGP tire development. The result: outstanding grip in all conditions and at all lean angles.

www.motorcycle-karttires.com

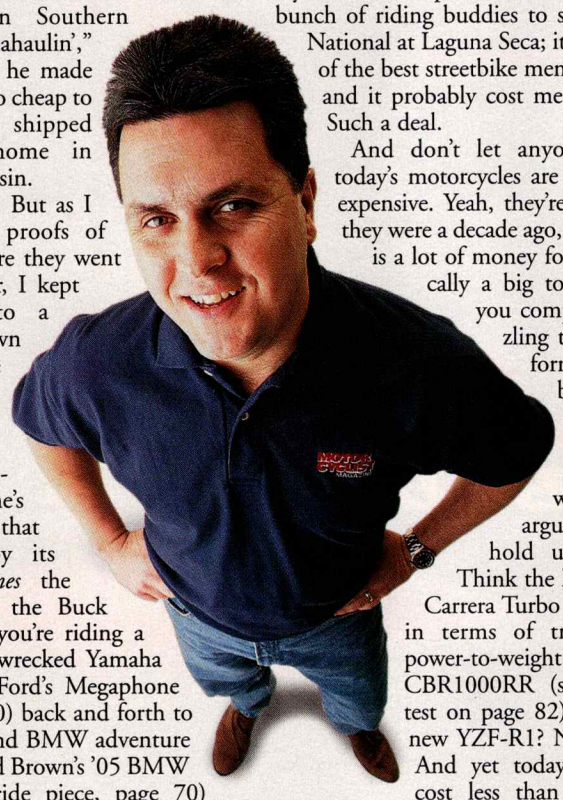
PASSION for EXCELLENCE

lean angle

Master of the Obvious

IT REALLY *IS* TRUE WHAT THEY SAY ABOUT MORTALS sometimes being too close to something to see all its goodness—the whole "forest for the trees" thing.

Take this issue of the magazine, for instance, which is loaded with bike tests and features tethered in some way to budget-based motorcycling—Cheap Thrills, in other words. We've got an under-$7000 middleweight comparo ("The $7000 Solution," page 34), a first ride piece on Suzuki's capable yet affordable DL650 V-Strom (page 24), a selection of low-buck tweaks that'll improve your bike or your riding skills ("Cheap Tweaks," page 54) and a hilarious story about senior editor Aaron P. Frank's recent cross-country trek on a used-and-abused Yamaha YZF-R1 he bought here in Southern California ("Yamahaulin'," page 60)—a trip he made because he was too cheap to have the thing shipped back to his home in Madison, Wisconsin.



Good stuff, all. But as I was looking at proofs of these stories before they went off to the printer, I kept coming back to a truism I've known and felt for more than 30 years (but one easily overlooked if motorcycles constitute most of one's daily existence): that motorcycling, by its very nature, *defines* the whole Bang for the Buck adage. Whether you're riding a leaky, rusty and wrecked Yamaha R5 (see Dexter Ford's Megaphone column, page 130) back and forth to work or a high-end BMW adventure tourer (see Roland Brown's '05 BMW R1200GS first ride piece, page 70) through South Africa, motorcycling is indeed a (relatively) cheap and thrilling way to spend your days. (See, I truly do have a firm grasp of the obvious.)

Strip it down to basics for a moment. Riding a motorcycle (a modern one, at least) is like having your own 140-mph roller coaster to play with! Only it's one you control yourself and can ride anywhere you like, whenever you like. You bike veterans out there...think back to the pinnacle moments in your two-wheeled life, the events and experiences you remember most crisply. Were they crazy expensive? Probably not. And even if they *were* (as, say, two weeks of riding through the Dolomites can be), I'll bet most were worth every penny. I'll always remember my first four years of motocross racing in Ohio with my mom and dad in the latter half of the '70s; the XR75s, YZ125s, parts and traveling must have cost them a decent amount of cash, but looking back, the time together was worth 10 times that amount. Ditto the Salt Lake City to Monterey trip I took on my 500 Interceptor back in '84 with a bunch of riding buddies to see the AMA National at Laguna Seca; it remains one of the best streetbike memories I have, and it probably cost me all of $200. Such a deal.

And don't let anyone tell you today's motorcycles are prohibitively expensive. Yeah, they're pricier than they were a decade ago, and $15,000 is a lot of money for what's basically a big toy. But when you compare the dazzling tech and performance today's bikes offer with their equals in the four-wheeled world, the argument doesn't hold up too well. Think the latest Porsche Carrera Turbo has anything in terms of trickness and power-to-weight on the new CBR1000RR (see our road test on page 82) or Yamaha's new YZF-R1? Not a chance. And yet today's superbikes cost less than $12,000—a fraction of what a high-zoot supercar costs. Amazing.

Gas money, solid gear, a bike—and the desire and commitment to ride. It doesn't take much more than that. Whoever said "these *are* the good old days" had it right.

Mitch Boehm, Editor in Chief

MOTOR CYCLIST

EDITORIAL
VP/Group Publisher Motorcycle Group **Fred Koplin**
Editor in Chief **Mitch Boehm**
Art Director **Todd Westover**
Executive Editor **Tim Carrithers**
Senior Editor **Aaron P. Frank**
Technical Editor **Marc Cook**
London Desk **Alan Cathcart**
European Correspondent **Roland Brown**
Motoculture **Patrick Bodden**
Editor at Extra Large **Dexter Ford**
Managing Editor **Karen Smart**
Group Managing Editor **Abby Ventzke**
Copy Editor **Angela Brevidoro**
Assistant Art Director **Random von NotHaus**
Editorial Assistant **Nikhil Burman**
Administrative Assistant **Arlene Cruz**
Online Editor **Art Friedman**
Test-Bike Manager **Michael Candreia**

Contributors: Rich Cox, Double Red/Mark Dow, Brian Ebner/Optic Nerve, Kinney Jones, Kenny Roberts Sr., Andrew Trevitt, Kevin Wing

GROUP MANAGEMENT
Group Operations Director **Amy Diamond**
Corporate Creative Director **Paul Graff**
Art Department Managers **Tim Jones, Laura Milton**
Director of Marketing **David M. Cohen**
Consumer Marketing Director **June Steinfeld**
Associate Circulation Director **Beverly Smith**
Director, Single Copy Sales **Rich Baron**
Associate Director, Single Copy Sales **Janeen Caleo**

INFORMATION SYSTEMS
Director, Information Technology **Heidi DeRosa**
Manager, Production Services **Angel Lemus**
Manager, Customer Service **Damond Taylor**

SUBSCRIBER SERVICES
Subscription information: Write to *Motorcyclist*, P.O. Box 420235, Palm Coast, FL 32142-0235 or e-mail motorcyclist@palmcoastd.com. Send address changes to *Motorcyclist*, P.O. Box 420235, Palm Coast, FL 32142-0235. Subscription rates in the U.S. and possessions: 12 issues for $18. Canada $31 U.S. funds (price includes surface mail postage to Canada and GST tax). All other countries $33 in U.S. funds. For subscription assistance, write to: *Motorcyclist*, P.O. Box 420235, Palm Coast, FL 32142-0235. For editorial assistance, call (323) 782-2230.

editorial offices
Phone: **323.782.2230**
Fax: **323.782.2372**
Mail: .....**6420 Wilshire Blvd. Los Angeles, CA 90048-5515**
E-mail: .....**mcmail@primedia.com**

subscriptions
Motorcyclist
P.O. Box 420235, Palm Coast, FL 32142-0235
E-mail: motorcyclist@palmcoastd.com

back issues
Phone: **866.601.5199**
E-mail: .....**backissues-mailorder@primedia.com**

PRIMEDIA

Copyright 2004 by PRIMEDIA Specialty Group, Inc.
All rights reserved PRINTED IN THE U.S.A.

"Feedback was excellent and the tires were predictable."
— Josh Norem, Motorcyclist

"Maxxis is not only in the market, it is a force to be taken seriously."
— Sam Fleming, Roadracing World

MAXXIS®

ULTIMATE CONTROL

"I rode the hell out of the tires and came away very impressed."
— Blake Conner, Cycle News

For more information about Maxxis performance tires visit us online at maxxis.com or see your dealer for details.

by Patrick Bodden, Motoculture

Most Memorable

"The factory built just four of them, and only 10 survived."
—Unknown vintage-motorcycle enthusiast.

IT WAS A FINE SUMMER AFTERnoon, and fellow bike enthusiast Daniel Mercier and I sat around talking motorcycles, sipping drinks and admiring his spectacularly restored vintage Honda racer. There was a pause, characteristic of such conversations. The kind of reflective moment when you ponder which way to take the conversation next. Mercier then posed one of those innocent and seemingly simple questions to which a complete answer is impossible. "What *is* it about the Daytona Hondas that makes people so crazy about them? You know, they never really did anything after Daytona, never won another race."

Mercier was right, of course, even if his statement might verge on heresy to disciples of Honda's all-conquering Way. Any Honda enthusiast—and a good many non-Honda ones—will know precisely which Honda racers Mercier was referring to when he identified them as "the Daytona Hondas." Hondas have won many Daytona races, but one in particular is the most memorable of all. In 1970, the Honda factory sent four CB750 racers to Daytona. Only one—Dick Mann's—survived, and it won! Then all four Daytona Hondas vanished. A single flash of brilliance by a machine that illuminated Honda as no other single race ever did.

But try to explain the Daytona racers—genuine and numerous imitations—every which way from here till Sunday and you'll *still* come up short on what's made them so fascinating for so long. There's something extra that can't be entirely explained. Motorcycling is rich in these memorable occurrences: Our most dramatic cultural icons, standing in sharp relief against the background of everything else, make up the motorcycling landscape.

Here are noteworthy, if arguable, examples:

Greatest motorcycle roadracer of all time: Mike Hailwood. Simply amazing, larger than life.

Greatest American racers of all time: Kenny Roberts Senior and Freddie Spencer. Some racers have won more championships; none have won greater admiration.

Most famous motorcyclist in America: Evel Knievel. Like it or not. Ask anybody.

Best motorcycle movie: *On Any Sunday* or *Easy Rider*, depending only on the desired emotional impact; jubilant and excited or depressed and paranoid.

Best motorcycle exhibition: The Guggenheim's *Art of the Motorcycle.* A cultural legacy from motorcycling the rest of the world takes seriously.

Most memorable motorcycle TV shows: *CHiPs* and *Then Came Bronson.* The former was execrable; the latter, brilliant.

Most famous race circuit: Daytona International Speedway, followed closely by Le Mans.

Most bone-breaking high-speed get-off at Daytona: Barry Sheene in 1975 at 175 mph.

Most amazingly quick return to racing following a bone-breaking high-speed get-off: Barry Sheene—back racing in the GPs in less than two months.

Most incredible racing comeback: Mike Hailwood at the Isle of Man in 1978. Hailwood won the TT on a Ducati 900SS after an 11-year retirement. The believers couldn't believe it.

Most beautiful vintage Italian sportbike: 1974 Ducati 750SS. *Bella!* Next in line: the Ducati 916?

Most magical Grand Prix racing motorcycle of all time: Honda's 1966 RC166 250cc six-cylinder. Jewellike mechanics, 18,000 rpm—and a *wall* of sound!

Best-designed utilitarian two-wheeled transportation: 1959 Honda C100 Super Cub. Also the most produced motorcycle ever, numbering in the tens of millions; still rolling off the assembly line and looking modern nearly 50 years later. Runner-up: Vespa scooter.

Most famous outlaw motorcycle-gang figure: The Hells Angels' Sonny Barger. Who else?

Coolest accessory for making a motorcycle seem racy: First there were clip-ons, then 4-into-1 exhausts. And now...paint?

Coolest accessory for making a motorcycle rider seem racy: A leather jacket, black.

Most significant development in front suspension systems: The telescopic fork.

Most promising technical advance that never happened: An alternative to the telescopic fork.

Most significant rear suspension change: From two shocks to one; the Monoshock, courtesy of Yamaha. Less is more.

Worst premature losses: John Britten and Jarno Saarinen. As it was, they gave us so much. But there would surely have been so much more.

Worst motorcycle racing tragedy: Wayne Rainey's Misano GP crash, in which he paid a terrible price. His body may have been paralyzed, but not his dignity or his spirit. Best of all, Rainey is still with us.

Most sublime mechanical extravagance: Soichiro Irimajiri's scintillating Honda CBX. Ride one and say you're not impressed.

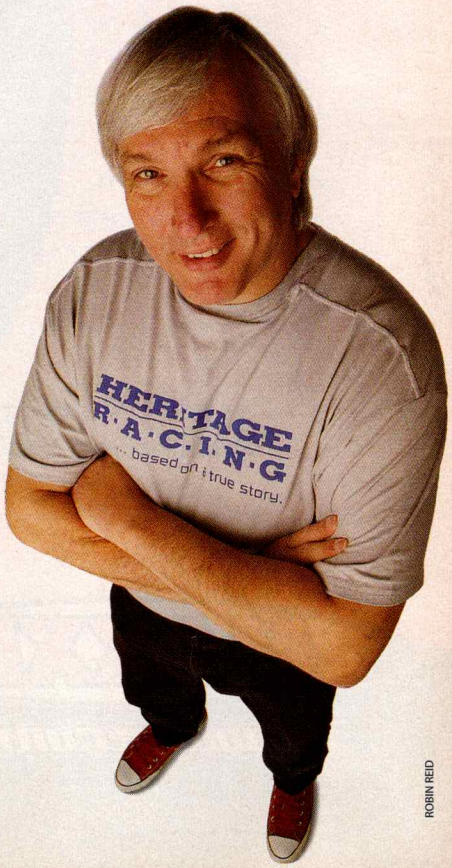
Most wretched mechanical excess: Wild Bill Gelbke's Roadog. Inspiration for a helluva movie.

Most competent and available production roadracers: Yamaha's 250/350 two-stroke twins. A 40-year supply of tools of the trade for thousands of racers, amateur and professional alike. Thank you, Yamaha.

Most fearsome production racer: The Yamaha TZ750 four-cylinder two-stroke. Unbeatable in both Formula 750 and AMA racing for the better part of a decade.

Most influential frame design: The Norton Featherbed courtesy of Rex McCandless. More than a half century later, it's not difficult to find contemporary versions of the original.

continued on page 96



ROBIN REID

MOTOR CYCLIST

ADVERTISING
Group Publisher **Bill Foy**
Western Advertising Manager **Sean Finley**
Western Advertising Manager **Bill Keefe**
Western Advertising Manager **Kevin Carpenter**
Eastern Advertising Manager **Renee McGinty**
Eastern Advertising Manager **Damian Ercole**
Western Advertising Manager **Kendrell Craven**
Advertising Manager **Zachary Stevens**
Marketplace Advertising Manager **Troy Jensen**
Eastern Advertising Assistant **Aimee Dobbins**
Digital Advertising Manager **Jeffery Melei**
Advertising Coordinator **Richard Senteno**

Los Angeles
6420 Wilshire Boulevard, Los Angeles, CA 90048
(323) 782-2535
New York
110 Fifth Avenue, 4th Floor, New York, NY 10011
(212) 886-3600
Detroit
333 West Fort Street, Suite 1800, Detroit, MI 48226
(313) 964-6680
Chicago
500 North Dearborn, Suite 1100, Chicago, IL 60610
(312) 396-0600

PRIMEDIA AUTOMOTIVE ENTHUSIAST & ACTION SPORTS GROUPS
President and CEO **Craig L. Nickerson**
Executive VP, Sales and Marketing **Thomas B. Ryan Jr.**
Vice President, General Manager **Wilfred J. Martiens**
Vice President and GM, Internet **John W. Cobb III**

PRIMEDIA CONSUMER MEDIA & MAGAZINE GROUP
Chief Operating Officer **Daniel E. Aks**
Executive VP, Consumer Marketing/Circulation **Steve Aster**
SVP/Chief Financial Officer **David P. Kirchhoff**
SVP, Mfg., Production and Distribution **Kevin Mullan**
SVP, Finance **Kevin Neary**
SVP/Chief Information Officer **Debra C. Robinson**
Vice President, Manufacturing **Gregory Catsaros**
Vice President, Business Development **Jasja de Smedt**
Vice President, Direct Response and Classified Advertising **Carolyn N. Everson**
Vice President, Single Copy Sales **Thomas L. Fogarty**
VP, Mfg. Budgets and Operations **Lilia Golia**
Vice President, Consumer Marketing **Bobbi Gutman**
Vice President, Database/e-Commerce **Suti Prakash**

PRIMEDIA INC.
Chairman **Dean Nelson**
President and CEO **Kelly Conlin**
Vice Chairman **Beverly C. Chell**

ADVERTISING INFORMATION:
Please call *Motorcyclist* Advertising Department at (323) 782-2535. Primedia publishes *ATV Rider*, *Dirt Rider*, *MXracer*, *Sport Rider*, *Motorcycle Cruiser* and other specialty magazines. REPRINTS: Contact Wright's Reprints to purchase quality custom reprints or e-prints of articles appearing in this publication at (877) 652-5295 (281/419-5725 outside the United States and Canada).

PRIMEDIA

Today's Forecast

59° 8a.m.

72° noon

91° 5p.m.

The weather changes, so should your jacket.

The Teknic Spider Jacket is able to keep foul weather out or let the sunshine in. Removable outer shell exposes a mesh jacket allowing for better air circulation. With 100% **waterproof-breathable** cordura and CE armor, Teknic will keep you dry, comfortable, and safe no matter what mother nature chooses to do.

Removable outer shell may be stored in rear of mesh jacket.

TEKNIC
next generation

WWW.TEKNICGEAR.COM

European model shown. Dress properly for your ride with a helmet, eye protection, long-sleeved shirt, long pants, gloves and boots. Yamaha and the Motorcycle Safety Foundation encourage you to ride safely and respect the environment. For more information regarding

Michelangelo meets Sir Isaac Newton.

THE ALL-NEW R1.

YAMAHA®

the MSF rider course. call 1-800-446-9227. Do not drink and ride. It is illegal and dangerous. © 2003 Yamaha Motor Corporation. U.S.A. Cypress, CA 90630. For the Yamaha dealer nearest you call 1-800-88-YAMAHA. yamaha-motor.com

roberts chronicles

by Kenny Roberts, Contributing Editor

The Beginning

FIRST OFF, I'D LIKE TO INTRODUCE MYSELF. My name is Kenny Roberts. Senior.

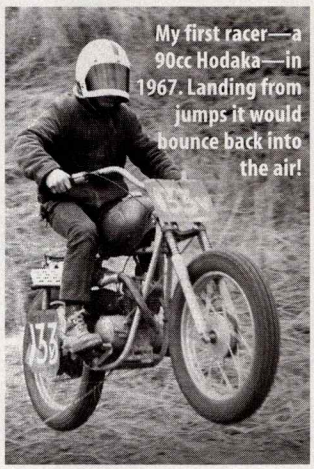
My son Kenny Junior is a pretty good motorcycle rider. And he's been in the news more than I have these last few years, winning GP races, even the 2000 500cc World Championship. But he's no help building GP racing motorcycles, which is what I've been doing for the past seven years. My GP outfit, Proton Team KR, is a small manufacturing and engineering operation by the standards of Honda, Yamaha and Ducati, but we intend to make life difficult for them. In fact, we intend to beat them. Our Malaysian sponsor, Proton, expects us to. And we expect to win. Our Proton KR V-five four-stroke GP racer, introduced last season, has had the expected teething problems, but with the extensive engine and chassis changes we've got in the works for this coming season, we expect to make solid progress.

It's a long way from Modesto, California—where I grew up—to Malaysia. And it's a long way from Malaysia to Banbury, England, where we build racebikes. I've made the whole trip with motorcycles in more ways than one. So, I'll explain in these pages how I got here.

If you're an older rider you may have heard of me. If you're younger, like my sons Kenny Junior and Kurtis, you should know I won the AMA Grand National Championship in '73 and '74 and the 500cc World Championship in '78, '79 and '80. I also won the Daytona 200 in '78, '83 and '84. I did all that on Yamaha motorcycles, and I went as far with Yamaha as I could, which was most of my racing career, both as a racer and as a team manager.

I began riding motorcycles at age 12. Before that I had only ridden horses. Actually, horses led me to motorcycles. My family lived in a rural area several miles outside of Modesto, and we boarded a couple of horses, including one of my own named Peanut. I also helped keep other kids' horses properly trained by going to their places to ride. One of these places had a Taco minibike parked in a horse stall, and the neighborhood kids dared me to ride it, so I did. That thing scared the hell out of me! The throttle worked opposite of the way I expected, so you know what happened—I didn't crash, but it *did* scare me. Still, deep down it excited me, too, and I remember thinking this was something I wanted to learn how to do.

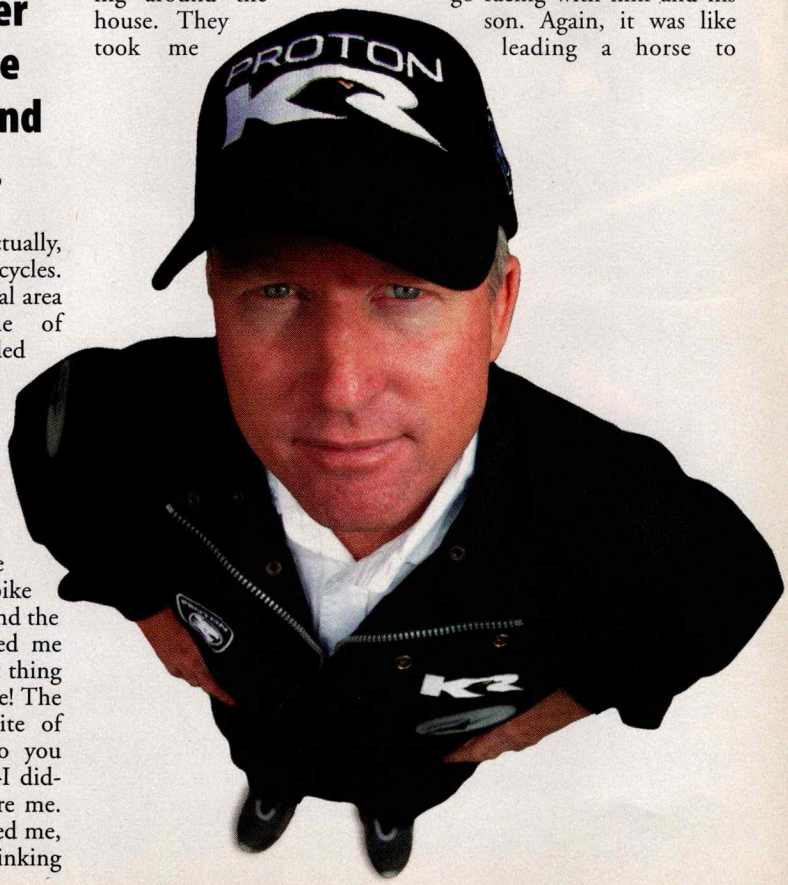
My next ride was on a bike I made myself with a lawnmower engine, bicycle wheels and a suicide clutch. Well, it wasn't exactly suicide, but I did crash right in front of my mother and grandmother when I came tearing around the house.

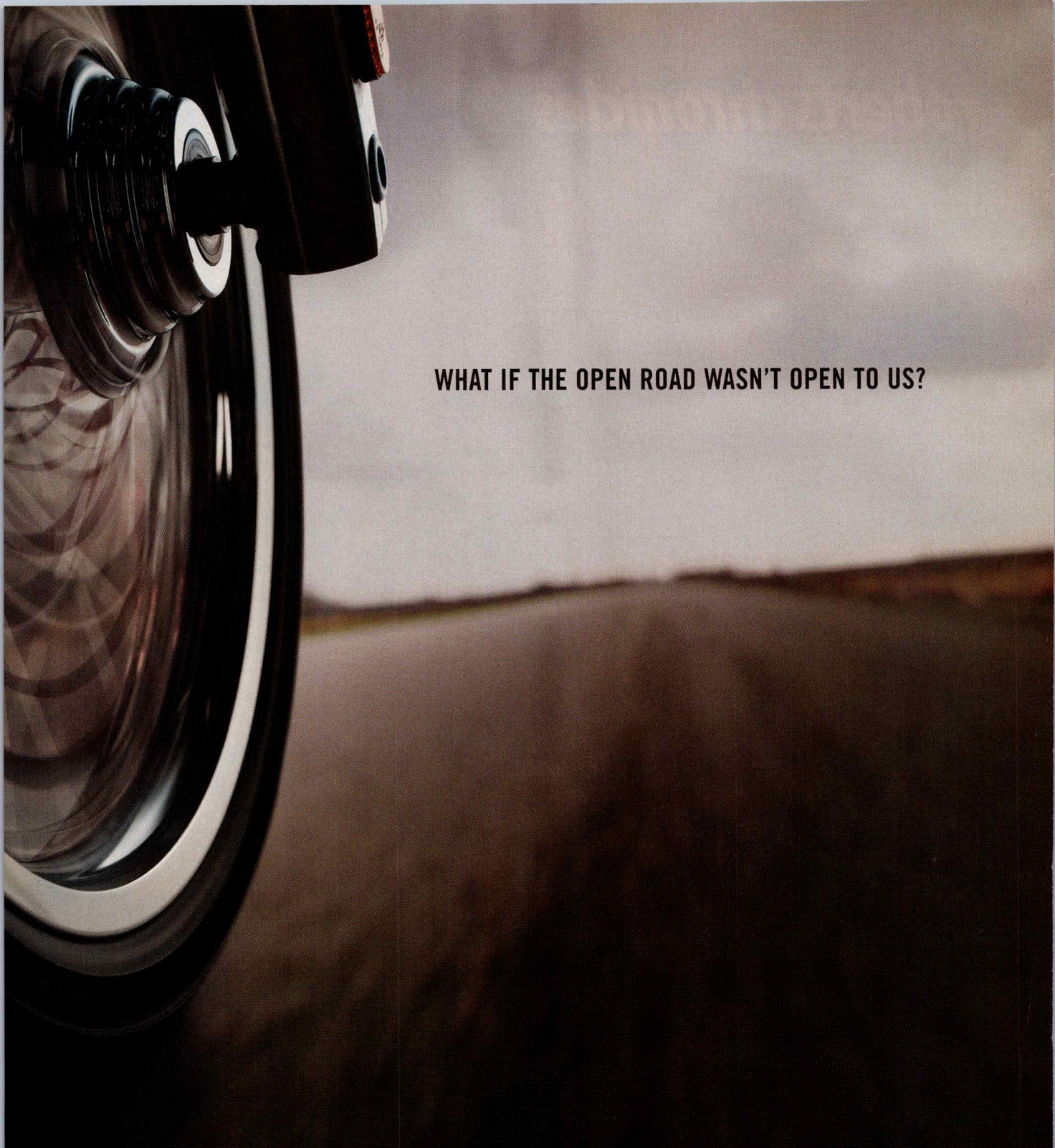


My first racer—a 90cc Hodaka—in 1967. Landing from jumps it would bounce back into the air!

My next ride was on a bike I made myself with a lawnmower engine, bicycle wheels and a suicide clutch. Well, it wasn't exactly suicide, but I did crash right in front of my mother and grandmother when I came tearing around the house. They took me to the emergency room to have the gash in my knee stitched up. I still have the scar. But I wanted to learn. Did I ever imagine that first homebuilt special would eventually lead to racing and building GP bikes? No. But I can't say for sure it didn't, either.

At 14 I got a racy-looking Tohatsu 50cc two-stroke—I traded the Honda 50 my parents had bought me for it—and made a track around part of my backyard and the street running along the canal. I don't know how I didn't get killed during that period. I must have learned something on that track. But all this backyard abuse must have been too much for the Tohatsu because it blew up. A friend of my dad's, Merle Mills, fixed it for me. When he saw me test-ride it, he decided I needed to be on a racetrack, insisting I go racing with him and his son. Again, it was like leading a horse to





rights. riding. racing. Whether you ride on an open road, trail or racetrack, we've fought for your right to be there. We're the American Motorcyclist Association, and for 80 years we've been the voice for people who live to ride. Become an AMA member – you ride with friends. And your opinion will matter.

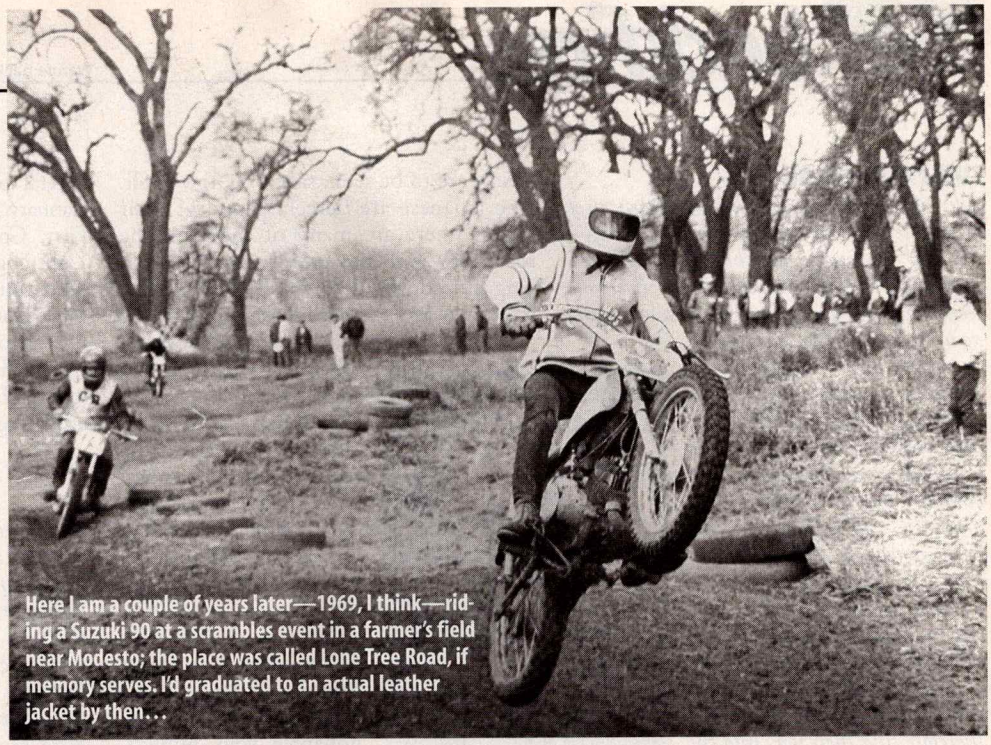
Members make it happen. Join today and get a FREE AMA cap. Give promo #MM0404 when you visit www.joinama.org or call 1-800-AMA-JOIN (262-5646).

AmericanMotorcyclistAssociation

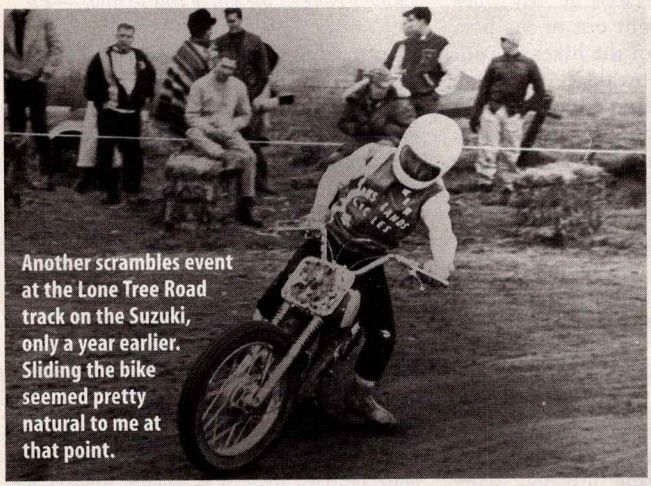
rights. riding. racing.

My first race victory happened on that same Hodaka at a night race at the now-legendary Lodi Cycle Bowl later in 1967. It may not look like it, but I had absolutely *no interest* in this trophy girl. (She was older than I was.) All I wanted was that trophy, and she had it. If I had to kiss her to get it, I was ready. Problem was, my buddies were right there—and they gave me hell for a long time afterward.

water—although I actually wasn't interested at first. I pictured a bunch of big guys on big motorcycles and little me on my little Tohatsu. But Mills kept on pressuring me until I finally agreed to go to the AMA District 36 scrambles at Roseville. It wasn't at all like I pictured: I passed everyone in the first turn...but the Tohatsu seized in the third corner, and everyone came past me. Seems I got the Blendzall Green Label and Gold Label mixed up. Hey, I said I was learning—I didn't say I was getting smarter! The Tohatsu wasn't helping—the miserable thing never finished a race, and kicking it didn't seem to help.



Here I am a couple of years later—1969, I think—riding a Suzuki 90 at a scrambles event in a farmer's field near Modesto; the place was called Lone Tree Road, if memory serves. I'd graduated to an actual leather jacket by then...



Another scrambles event at the Lone Tree Road track on the Suzuki, only a year earlier. Sliding the bike seemed pretty natural to me at that point.

But I did find out I had what they call a "will to win." I needed a better bike.

So along came the Hodaka, which I bought from a serviceman for $200. The second time I raced it, I won. It was my first win. But apparently I'd overpaid for the thing; it seized so hard it bent the connecting rod. Not to worry. I had my dad, Buster Roberts, who always went to the races with me, to help fix it. Once we had the proper tools—a hammer and a length of two-by-four—things went something like this.

"OK, Kenny," my dad said, "Get down there and look. When it gets straight, let me know." I positioned my head between the fork and engine, eyeballing the bent rod.

Wham!

"It's almost straight," I said. "Hit it again!"

Wham!

My dad readjusted his glasses, which slid down his nose every time he smacked the rod. "How's that?" he said.

"Almost straight," I answered. "Just one more!"

Wham! Ping...

"What was that?" he asked.

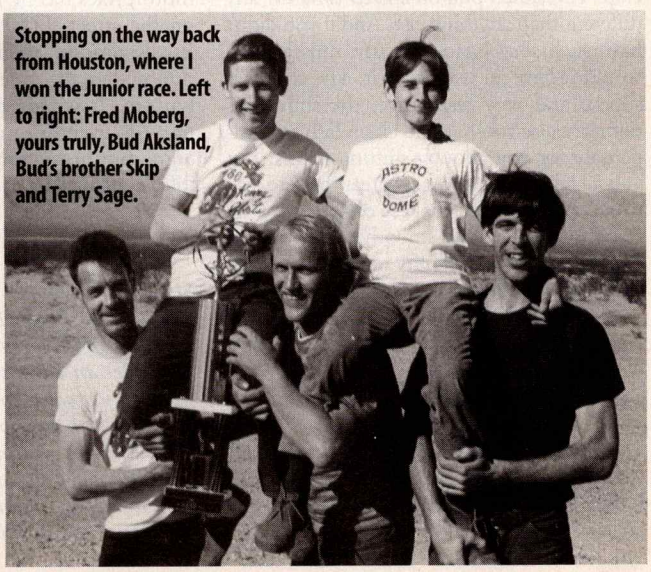
"Uhh...I don't know. It's...it's gone!"

Bud Aksland, a Hodaka dealer from Manteca, used to come to the races in those days, and he'd been watching us "fix" my Hodaka. He could tell we had no idea what we were doing. But he'd seen me ride, and I guess he felt sorry for me and figured I was worth helping. So he helped me. And he still does—he's still with me at Proton Team KR, and still trying to keep me out of trouble.

So along came the Hodaka, which I bought from a serviceman for $200. The second time I raced it, I won. It was my first win.

But here's the important thing: At 16 I was riding well enough that people started to notice me and help me.

I'll tell you more about Aksland and my early racing career next month. See you then. *Keep up with Kenny and the entire Roberts team at www.teamkr.com.* MC

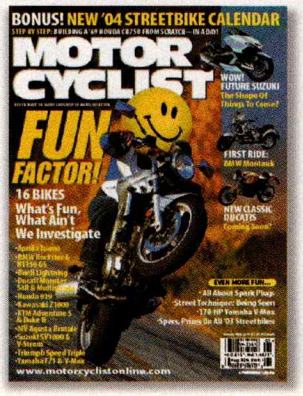


Stopping on the way back from Houston, where I won the Junior race. Left to right: Fred Moberg, yours truly, Bud Aksland, Bud's brother Skip and Terry Sage.

backfires

FUN-FACTOR FLAK

Editor's Note: We've caught significant grief from Buell owners—and from Buell itself—for our coverage of the Buell XB12S Lightning in our January issue. Everyone seems to think we hold some sort of grudge against Buell motorcycles, when in reality we're simply holding Buells to the same standards we apply to Japanese and European machines—unlike most other magazines, which display an obvious double standard and pander breathlessly for Milwaukee ad dollars. There's also this: When you evaluate a number of bikes on the same day on the same roads with the same riders, the traits, problems and differences among the bikes are much more apparent and therefore find their way into the story. Being this nit-picky isn't always pretty (for the manufacturers), but it's the best way we know to communicate to readers what they can expect when they buy and live with a particular motorcycle. —Ed.



What pansies! I'm fed up with your constant gripes about clutch pull. Surely you can come up with better excuses for [not liking] Buells. Maybe you guys should rate the bikes by the seat of your pants and not by your wallets.

Paul "Hootis" Noskowiak
Sauk Rapids, MN

I've raced for 17 years and ridden for 30. I have ridden the XBs, and their handling characteristics are *nothing* like you say they are; you guys need to get off the clutch-pull crap. The clutch pull on an XB is hardly any different than anything else. And if you didn't have such sissy hand and arm muscles you wouldn't have an issue with it. The chassis is superb and very responsive; the shifting is tight because you have no chain lash to compensate for your sloppy shifting habits. But you all fail to mention how great the zero lash drive [is], which makes on-off throttle responses quicker and smoother, because you can't get past your inability to pull in a clutch and shift with authority.

Brett Donahue
St. Cloud, MN

It's more than clutch pull, Donahue. —Ed.

You guys must be on crack! I own a Buell XB12S Lightning here in Tokyo where I have lived for two decades. On the streets of Tokyo, none of the bikes that you crowed about in your "Fun Factor" article are to be seen, save one, the Buell. The Japanese are fiercely proud of their Buells, there are many of them on the road here, and they even have a monthly magazine devoted to Buell. The XB12S is known as a "streetfighter," and this is exactly what it excels at. On the streets of Tokyo there is nothing that can touch it or even come close. Here, the roads are full of rough and ready roadracers 24/7 and all have fallen to the might of my XB12S. It looks mean, sounds mean, and delivers in every department. All this blather about proper setup, etc. is more of the usual technobabble your publication excels at. My Buell was in fighting trim right out of the box. I've test-driven some of the bikes in your comparo...gimme a break! I can't stop grinning for hours after taking out my XB and kickin' ass all over this town. Fun? Barrels of it. You guys should give Buell a break: They make better-looking, better-sounding, better-handling streetbikes than anyone out there. Lay off your worship of European and Japanese bikes and pen some chest-thumping accolades for U.S.-made models.

David Morgan
Tokyo, Japan

Stark's Off the Record comments ("This is truly the worst motorcycle I've ever ridden") leave me wondering: Just how many motorcycles has he ridden? In my 25 years on the street, I've ridden dozens of bikes, Buells among them. I can say without doubt that the Buell is nowhere near the bottom. It is true that such a machine is not for everyone, and obviously not for Stark, but his statement is simply not credible, and not fair to Buell's effort.

Michael J. Enns
Reedley, CA

Stark, who's gone off into the freelance world since "Fun Factor" was published, had a perfectly reasonable point of view here: He's an admitted newbie rider, and it seems to us that if someone new to motorcycling feels that a particular motorcycle is difficult and intimidating to ride, and therefore not a lot of fun, it's something we should report in addition to printing the comments and opinions of our veteran bike testers. —Ed.

Several points in your "Fun Factor" piece (January 2004) had me scratching my head. First, Cook writes that the Buell XB12S Lightning needed "fiddling," yet on the other bikes you made "next to no changes." But in the Ducati S4R review you discuss the adjustment necessary to set up the Ducati's suspension. Hmmm...Other magazines have praised the Buell. Could it be someone has a grudge against Buell? Why the vitriol?

Craig Storm
Freehold, NJ

In the S4R story we simply mentioned that raising rear ride height via the bike's adjustable linkage made an immediate and substantial difference in the way the bike behaved. Not so the Buell. Despite over a year of suspension messing between us and the Sport Rider *crew (on both the Lightning and Firebolt), we still haven't been able to adjust away the bike's handling peculiarities. Other magazines? See the Editor's Note at the top of this section. —Ed.*

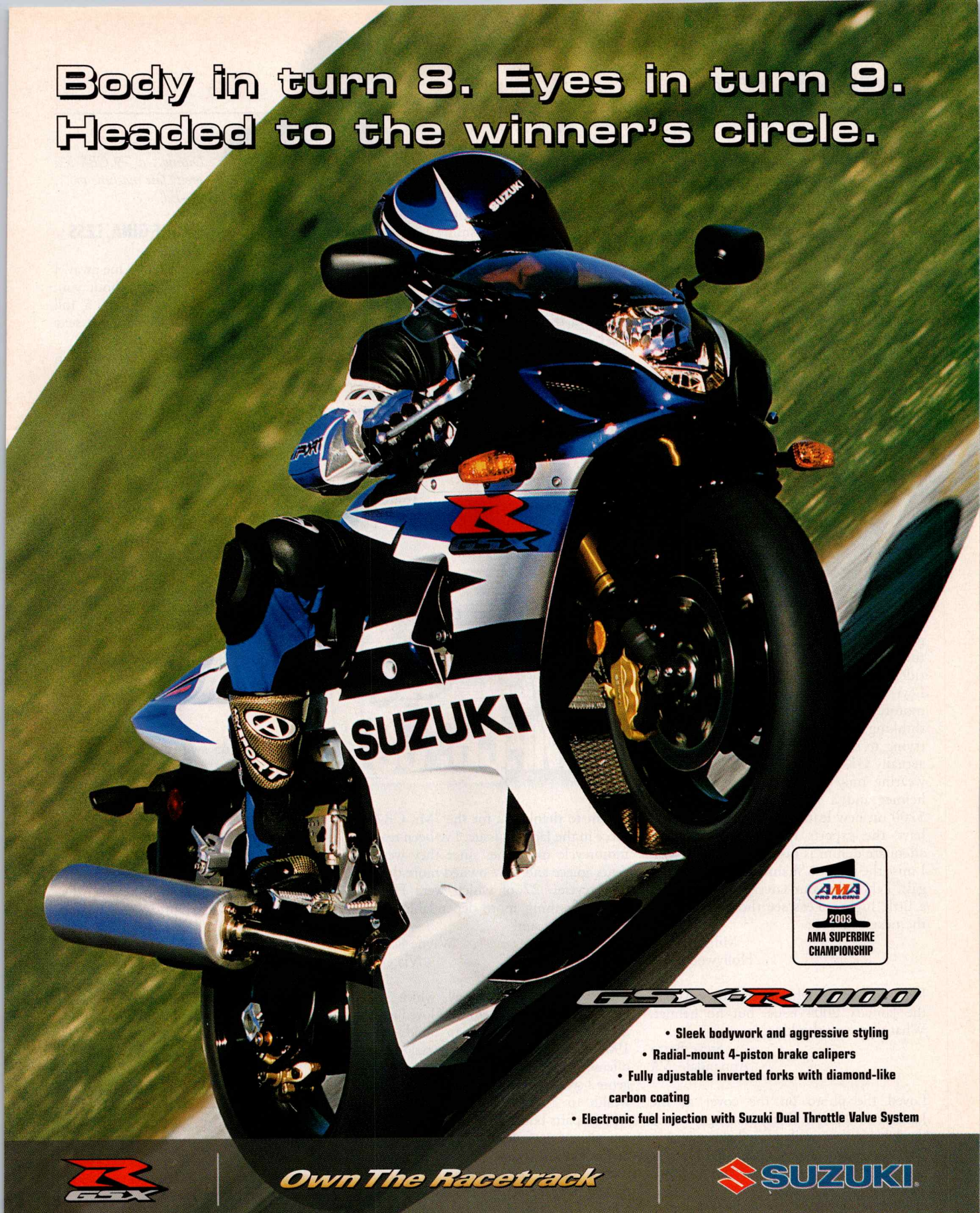
After reading your condemnation of the Buell XB12S, I promptly took my 1999 M2 Cyclone (they can't be that much different) for a hard ride to see if I missed something. It still delivers that fine balance of good handling and brute power on demand, which equals a big fun factor, so what gives?

Tim Droege
Columbia, PA

They're hugely *different, Droege. Go back and reread the Cyclone road test we did in the mid-'90s; we liked the Cyclone a lot, and wrote as much. —Ed.*

I was going to cancel my subscription, but your January issue was exactly what I was looking—and willing to pay—for. A good balance of subjective and objective reviews. Not one bike got out of there unscathed. I was glad to see that Buell, who IMHO has been allowed to exist at a lower level, was called to task. Being different doesn't make its bikes better. If it wants to play in the big leagues, Buell has to get rid of that engine. I'm sure you'll receive the usual indignant letters on "my bike," but hey, you've slammed my bike for over a year and I don't care. What I *do* care about is this: As bikes have gotten better and more costly, we as a collective motorcycling group still apply 1980s—even '70s—expectations to bikes, which means they all come out of road tests being great. You mentioned that we're talking real money here, that all the bikes have some shortcomings, etc. Yet you still offered alternatives. If someone wanted, they could still pack a duffle and head out on a trip on any one of them. I remember back in the '70s when Art

Body in turn 8. Eyes in turn 9. Headed to the winner's circle.



AMA PRO RACING
2003
AMA SUPERBIKE CHAMPIONSHIP

GSX-R1000

- Sleek bodywork and aggressive styling
- Radial-mount 4-piston brake calipers
- Fully adjustable inverted forks with diamond-like carbon coating
- Electronic fuel injection with Suzuki Dual Throttle Valve System

GSX-R | *Own The Racetrack* | SUZUKI

At Suzuki, we want every ride to be safe and enjoyable. So always wear a helmet, eye protection and protective clothing. Never ride under the influence of alcohol or other drugs. Study your owner's manual and always inspect your Suzuki before riding. Take a riding skills course. For the course nearest you call the Motorcycle Safety Foundation at 1-800-446-9227. Suzuki engineered the GSX-Rs for experienced riders. Suzuki firmly believes racing belongs in one place–on the racetrack. © American Suzuki Motor Corporation 2004

backfires

Friedman took a Suzuki GT380 cross-country—yes, I am that old. We tend to forget we can do what we want with just about any bike—even if it doesn't fit a niche market.

Joe White
Boone, IA

I thoroughly enjoyed the January issue. Fun, after all, is what motorcycling is all about. Boehm's right; we're lucky to be able to do this. However, you missed the mark with your recommended fix. Part of the answer for Buell is right in Milwaukee: Harley's V-Rod motor, which *Motorcyclist*'s own hard numbers say brings 109.3 horsepower and 74.3 foot-pounds of torque to the party. That's right, it is right there with the Tuono, and that's before the Buell wizards do their tweaking.

Gary Van
Charlotte, NC

Harley's excellent V-Rod engine is indeed stout, but it's likely way too heavy to be a sportbike (or even semi-sportbike) powerplant. But you never know... —Ed.

Imagine my horror when through the glitz and glare of the shiny machines in the "Fun Factor" piece I noticed that the rider was wearing *jeans*! Are these magic Levi's? Is this the newest addition in motorcycle wear? What the hell were you thinking? What kind of message are you trying to send out to us new riders? Is it actually OK to wheelie (not that I would) wearing only protective gloves, boots, a helmet and a jacket? Did I just waste $200 on new leather zip-in pants only to have the experts reveal that less-than-adequate denim is now safe for falls? Did I miss the memo? Shame on you guys and gals. I thought your safety standards were a little higher. Let's see those leathers in the next issue, eh?

Milissa Russo
Hollywood, CA

Nice crossed-up wheelie on the cover of the January 2004 issue, but no helmet. What were you thinking?

Steve Berto
Annandale, VA

Loved the photo on the cover of the January 2004 issue. Where can I get one of those big yellow smiley-face helmets?

Daniel Hrnciar
Chicago, IL

Wal-Mart? —Ed.

MR. CB750

Having resigned myself to motorcycling's geezerdom, I have pretty much quit buying motorcycle magazines. I don't care about riding a wheelie into the next county, Kevlar or lap times, and I don't care to join the Harley costume party. I like the slow, low-tech, spoke-wheel Japanese bikes I grew up with. Big magazines don't cover 'em, smaller magazines that do can't seem to last, and the club newsletters I've seen have pretty weak content. What's a vintage Honda enthusiast to do? How rewarding, then, to find the "Mr. CB750" story in your January issue. Not just a superficial rehash, but plenty of pages, lots of accurate information and detail shots, and some sweet studio shots of the final pristine product. Nice job! Keep it up and I may renounce my geezerdom.

Tom Shaw
Lakeland, FL

More to come, Tom. —Ed.

I want to thank you for the "Mr. CB750" piece in the January issue. I've been reading motorcycle magazines since they were 35 cents apiece and have owned more than 57 motorcycles, 27 of which were Hondas. The only thing more dependable than a Honda is the sun!

Wayne R. Joner
Via e-mail

Mirror, mirror, on the wall, which is the fairest CB Honda of them all? I loved reading about Vic World's quest to build all-new 1969 CB750s. I normally wouldn't take offense to such a noble cause to preserve a genre I so dearly love. But World's use of his wealth to acquire all of the existing '69 CB750 parts both NOS and used just so he can make a profit leaves me with a bad taste in my mouth. I guess a lot of '69 CBs will soon go up for sale with a footnote attached to their price tags stating, "Good luck finding parts!" Oh well, it doesn't really matter. Everyone knows that the '75 CB400F is the fairest CB Honda of them all!

Mike McAllister
Bossier City, LA

Dunno...a '79 CBX is a pretty fair machine too... —Ed.

MORE GINA, LESS GINA

Gina blows me away. I don't know about you, but a woman in a full leather racesuit is a sexy thing.

David Erwin
Via e-mail

I'm going out on a limb here to speak for all of your female readership, or at least for the straight ones. Most of us are probably not greatly disappointed that "our good friend and yours, Gina" will not be included with the great-looking Corsa leathers featured on page 67 of the January 2004 issue. Something is obviously lost on me here. But I think I can generalize in saying that most of your female readers will probably think it's a great-looking suit, but Gina needs to zip the zipper and close her mouth.

Angie the Grouch
Forney, TX

I demand a Gina swimsuit issue. End of message.

J. Brown
Monterey, CA

HELMET GIVEAWAY

I want to thank *Motorcyclist*, KBC and Savage Designs for giving away the five helmets, but specifically the helmets that went to U.S. Armed Forces personnel in Iraq. Honestly, if I'd known such a need existed in Iraq, I would have chipped in (and still would) to buy a couple of helmets to send over. Iraq is dangerous enough for our servicemen; the least we could do is help provide helmets for the lucky few who have access to motorcycles.

Mark Hammond
Goleta, CA

We appreciate your views and opinions. Send letters to BACKFIRES, *Motorcyclist*, 6420 Wilshire Blvd., Los Angeles, CA 90048-5515, or fax them to (323) 782-2372. If you have Internet access, you can e-mail your thoughts to us at mcmail@primedia.com. Letters must be signed and include your address and telephone number; however, we will withhold your name at your request. We reserve the right to edit letters for clarity and/or length. The views expressed here are not necessarily those of *Motorcyclist*. All materials sent to the editors will become the property of *Motorcyclist* and cannot be returned.

You don't mess with perfection. You reinvent it.

GSX-R750

- Refined bodywork for enhanced aerodynamics
- Compact, lightweight design and components
- Dual throttle valve fuel injection and titanium valves
- Radial-mount brake calipers and a radial master cylinder

GSX-R600

- Best power-to-weight ratio in its class
- New aluminum alloy frame and braced swingarm
- Dual throttle valve fuel injection and titanium valves
- Inverted Showa forks with fully adjustable suspension

GSX-R | *Own The Racetrack* | SUZUKI

At Suzuki, we want every ride to be safe and enjoyable. So always wear a helmet, eye protection and protective clothing. Never ride under the influence of alcohol or other drugs. Study your owner's manual and always inspect your Suzuki before riding. Take a riding skills course. For the course nearest you call the Motorcycle Safety Foundation at 1-800-446-9227. Suzuki engineered the GSX-Rs for experienced riders. Suzuki firmly believes racing belongs in one place—on the racetrack. © American Suzuki Motor Corporation 2004

Up to Speed

MIDWEST DESK: Aaron P. Frank **EUROPE:** Alan Cathcart and Roland Brown

2004 Suzuki GSX-R600

Suzuki steps up its middleweight game with a faster and more forgiving GSX-R600

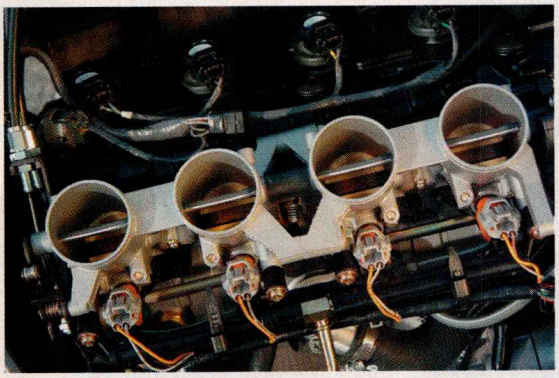
FIRST RIDE

A HIP HOT SPOT DURING THE SUMmer months, the seaside resort of Rimini, Italy, becomes a ghost town of shuttered arcades and boarded-up gelati stands during the gray days of late January. Even the action at Lady Godiva's (the "hostess club" located beside our hotel) seemed hibernatory, offering little more than vacant, Eastern European-inflected chitchat punctuated with the occasional icy stare. In other words, there wasn't much in Rimini to keep a jet-lagged journalist awake and energized for a few hours until racetrack time—nothing, that is, except anticipation of the next day's ride.

Fortunately, Suzuki had given us jaded journalists plenty to look forward to in the 2004 GSX-R600, the only all-new motorcycle in the 600 Supersport class this year. A more compact chassis, a stronger, revvier motor with new titanium valves, updated suspension with an inverted fork and a braced swingarm and compulsory radial-mount front brakes and a radial master cylinder had the assembled journos nearly spastic with excitement about our first laps at nearby International Circuit Santa Monica de Misano the next morning.

But first we were subjected to the requisite tech briefing, where Suzuki engineering heavies Norihiro Suzuki (product planning/motorcycle design) and Hiroshi Iio (chief

Stacked headlights make the 2004 GSX-R600 resemble a mini GSX-R1000; a rev-hungry inline-four tucked into a smaller, stiffer chassis makes it haul like one, too. The reshaped fairing is 43mm narrower than before, and a shorter, narrower tank and a claimed six-pound weight loss make this year's model disappear beneath you on the track.



Suzuki GSX-R600

PRICE

MSRP	$8099

ENGINE

Type	liquid-cooled inline-four
Valve arrangement	dohc, 16v
Displacement	599cc
Transmission	6-speed

CHASSIS

Weight	354 lb. (claimed dry)
Fuel capacity	4.5 gal.
Wheelbase	55.1 in. (1400mm)
Seat height	32.4 in. (825mm)

The littlest GSX-R gets a Superbike-style chassis treatment for '04, with stiffer main frame spars, an externally braced swingarm, an inverted 43mm fork and radial-mount front brakes. Paired double-barrel throttle bodies (left) have enlarged inlet diameters (from 41mm to 46mm) this year, contributing to the GSX-R600's impressive midrange power.

engineer/motorcycle design) walked us through the first complete redesign of the GSX-R600 since the '01 model year. We'll spare you the bad English; let's just say this latest redesign applies lessons learned on the class-killing GSX-R1000—the idea being that said changes will lead to similar advantages (read: "utter and absolute domination") in the middleweight sportbike class.

Start with the engine: Just like its big brother the 1000, the 600 now boasts a weight-saving integrated upper crankcase/cylinder casting with cylinders vented at the base to reduce power-sapping crankcase windage, topped with a new and compact cylinder head. Inner whirly bits are all-new as well, including lighter cams and pistons (the latter with higher, 12.5:1 compression and new chrome-nitrided rings), shorter connecting rods, lighter valve buckets and springs and the aforementioned titanium valves. To what end? You guessed it: reduced mechanical losses and a higher maximum engine speed, increased some 1350 rpm to 15,500 rpm.

More revs, of course, equals more power: Suzuki claims 120 crankshaft horsepower (six more with ram air) and 51 foot-pounds of torque. On the track the new engine isn't shockingly powerful (a class-competitive 110ish at the wheel feels about right), but its rev-hungry engine character is light-years beyond its fizz-free predecessor. We haven't seen a dyno chart yet, but the midrange feels extra thick—this thing pulls *hard* at 7000—without any perceptible top-end loss. Flawless throttle response, aided by new double-barrel throttle bodies with 5mm-larger inlets, and ample overrev make the GSX-R600 exceptionally forgiving on-track. Wrong gear? No problem—the quick-revving engine and new, close-ratio gearbox will bring you back up to speed in no time.

Like the engine, the new frameset has little in common with the GSX-R600 of old. Main spars are now extruded (as opposed to welded stampings), a cost-saving measure that also increases rigidity. Frame geometry is identical to the '03 bike save for 0.75 degrees more rake and 3mm less trail, though the new frame is leaner in the middle: 15mm narrower between the main spars and 10mm narrower between the pegs, to be exact. Bodywork has likewise been cinched up: Newly stacked headlights move ram-air vents 25mm closer to the bike's centerline, making the fairing 43mm narrower than last year's. The reshaped fuel tank is also radically smaller—15mm shorter and 30mm narrower at the knees—making it easier to tuck in behind the smaller windscreen.

The bike looks and feels compact in the saddle, but with largely unchanged geometry, the new GSX-R600 doesn't handle radically differently than the old bike. It still doesn't dive into turns like an R6, though the stiffer frame does respond to handlebar inputs more authoritatively. You do appreciate the narrower width and lighter weight (354 pounds dry, claimed) in Misano's two tight chicanes, where the Gixxer Six is surprisingly easy to flick side to side. And increased agility comes without any loss of stability—you enter Misano's Turn Four in second gear leaning hard to the left and don't pick up the bike until three turns later, nearing the top of fourth gear and 145 mph. As you're knee-down and accelerating, even grabbing gears, the GSX-R chassis (aided by the solid, 43mm inverted fork and an improved shock with a larger damping rod) maintains perfect composure.

2004 is shaping up to be the year of big brakes, and the GSX-R600, now with radial-mount four-piston front calipers and a radial master cylinder, is no exception. On a bike that will likely weigh about 425 pounds wet, this is almost overkill on the street. Even a late-braking move coming down from 145 mph for the second-gear Tramonto horseshoe is never more than a two-finger affair. These are among the best brakes we've yet sampled on a production bike.

An '03 also-ran against all-new machines from Honda, Kawasaki and Yamaha, Suzuki is back in the hunt in '04. A meaty, rev-hungry motor, compact chassis, solid handling and brick-wall brakes make the littlest Gixxer a potential giant slayer on the track, and its forgiving power and nondemanding nature should make it a pretty decent all-arounder for street duty as well. The GSX-R1000 blew us away last year, sweeping our Bike of the Year balloting—might this miniature version have the same effect on the middleweight class in '04? Comparo time can't come soon enough. *—Aaron P. Frank*

Suzuki DL650 V-Strom

FIRST RIDE

By Dexter Ford
Photos By Kinney Jones

CHEAP THRILLS!

Love child

WHAT DOES "STROM" REALLY MEAN? Suzuki tells us it's German for "flow" or "current." But this ain't Germany—this here's America. And here in America, Strom means just one thing: Strom Thurmond, the late, legendary senator from South Carolina.

Which makes perfect sense, come to think of it. Because like Strom Thurmond's wonderful, classy daughter Essie Mae Washington-Williams, who revealed her proud heritage in the wake of the 100-year-old senator's death, the DL650 is the admirable product of a mixed relationship.

Little V-Strom's mom, the worthy SV650, supplied its lovely 90-degree V-twin. And its daddy, the DL1000 Big Strom, donated its chassis, looks and, in Suzuki's words, "adventurous spirit."

"Adventurous spirit" seems oddly apt here. Because in light of revelations about his interracial love life, it looks as if Sen. Strom, the old-fashioned segregationist, had a spirit a little more adventurous than we ever suspected.

Hein Gericke

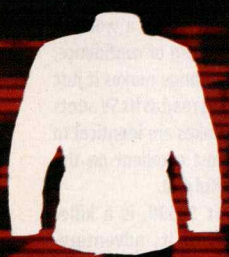
t r u s t e d since '65

Timbuktu

Speedway

Urban

Triton



Timbuktu Air

Cargo Overpant

INTERSPORT FASHIONS NET INC.
A DIVISION OF FAIRCHILD SPORTS

Timbuktu Air

+ **Features**
+ Insulated waterproof/breathable Sheltex™ removable liner
+ Safe-Stitch™ seam construction
+ Adjustable collar, cuffs & side waist belts
+ 2-way zipper-controlled arm/underarm vents & back vent
+ Hydration pocket system for 20 oz. botta- bladder (sold separately)

+ **Material**
+ Ballistic Air Flow Mesh outer shell

+ **Safety-Extras**
+ Removable CE-Approved Turtle Armor in shoulders & elbows
+ Abrasion-Resistant shoulder & elbow material
+ Lumidex® reflective material

+ **Colors**
+ Black/Charcoal, Black/Camo(shown)
+ S - 4XL, **$249.95** msrp

Hein Gericke
2
TEXTILE WARRANTY
This HEIN GERICKE® leather product is warranted to be free from defects in materials and workmanship for a period of 2 years.
Register online at: heingericke-usa.com

sheltex SAFE

For a dealer near you call 888.313.2510

www.heingericke-usa.com

HEIN GERICKE

Top: The DL650 rear shock is adjustable for rebound damping and preload, the latter via an easily found, easily manipulated remote hydraulic adjuster. Right: The little DL is about 40 pounds lighter than the Big Daddy DL1000. One major reason is the right-side mounted pipe and muffler—the 1000 has one on each side, but the DL650 goes asymmetric. Trust us: You won't miss the now-departed avoirdupois.

OK, back to motorcycles. To understand the child, we must know its parents. We are particular fans of the Suzuki DL1000 V-Strom; two years ago, when we put it up against its European competition—the BMW 1150GS Adventure, the Aprilia Caponord and the Triumph Tiger—it kicked their high-priced butts up one side of the San Bernardino Mountains and down the other.

The DL650's fairer parent, the SV650, is equally swell; it's one of the most universally capable, consistently enjoyable streetbikes ever. Like Strom Thurmond's 16-year-old housekeeper back in 1925, it has a heart of gold: willing to do just about anything you ask. One-design roadracing? Sure thing. Yee-ha urban assault? No problem. Twisty-road scalpel? If you say so.

True to form, Suzuki made a few genetic tweaks before birthing this baby. The aluminum frame is essentially the same as the DL1000's, with minor mods to mount the smaller engine. And the 650 makes do with just one muffler, saving cost and weight in one stroke.

The 43mm fork has adjustable preload, but the internals are conventional damper rods in place of the 1000's cartridges. The Showa shock has adjustable rebound damping and preload, the latter by means of a handy remote hydraulic hand adjuster. Frame geometry is identical, but the 650 is tilted forward slightly, reducing rake half a degree. Seat height is down 0.8 inches to a claimed 32.3 inches, achieved by a new, lower saddle. And the 650 swingarm lacks the 1000's slightly stiffer, costlier cast end pieces.

The engine has been massaged as well, increasing power five percent in the 4000- to 6500-rpm sweet spot. A milder cam with equal lift but reduced intake/exhaust overlap gives the DL even more of the meaty midrange that makes the SV so giggly. Flywheel inertia is up four percent—Suzuki added weights to the starter clutch to smooth engine response. And for better in-town punch the rear sprocket has grown three teeth.

The fairing is new, with a windscreen that adjusts over two inches—though you have to get out the Allen wrenches to make the change. The shield shape has more kick-up, and it's vented underneath to smooth airflow around the rider. The 1000's plastic chin goatee? Gone and forgotten.

How does it feel? Well, if you liked the DL1000, you'll love the 650. Despite its nearly identical chassis, the 650 feels considerably livelier—losing nearly 40 pounds can do that. And the motor is way smoother, helping the 650 feel more willing whether you're lugging it out of a corner at 4000 rpm or spinning it to 10,500. The shorter gearing and lighter weight give back a lot of the urge lost by the internal downsizing. Let the motor pull in its 4000–7000-rpm happy zone—but if you need to spin it between corners to shame some race-replica rowdy, the squirt is there for the asking. The DL lacks the SV's top-end adrenaline rush, but not by much. And the gains in midrange punch and overall ridability are well worth the price.

The riding position is pretty darn wonderful, the upper body upright yet relaxed, the legs bent but not spindled or mutilated. The lower seat is fine for taller riders and great for the inseam-challenged. And it's interchangeable with the taller 1000 seat, letting you choose from a plethora of aftermarket saddles.

At 80 mph, the fairing and new windscreen punch a nearly tourer-class hole in the atmosphere; with the windscreen in its upper position, a six-foot-tall rider gets minimal buffeting and noise. The silky motor makes the shorter gearing a non-issue for long-distance rides. The 22-liter tank delivers a 200-mile-plus range, and the seat is admirably shaped. A quick-release, color-coordinated trunk and hard saddle boxes will be available through Suzuki.

In town, the DL is a delight: light weight, upright stance, good weather protection, great motor, nimble chassis. And when the road goes squiggly, the DL gets jiggy. The manageable mass and wide handlebar give it a wonderful, dirt-bike–like sense of confidence, and the added midrange makes it just as capable on a tight road as its SV aunts and uncles. The brakes are identical to the DL1000's—most excellent on the lighter, less powerful 650.

The DL1000, at $8999, is a killer deal compared with its adventure-tour competition, which makes the DL650, at $6599, a license to steal. Let's see, it's lighter, smoother, nimbler, has better aero and is still plenty fast. Cheap thrills indeed.

The DL650 is not the sexiest thing in the motorcycling universe. And while it's probably better on a real fire road than most of its Euro-enduro competition, its image comes across as more Roger Rabbit than Roger DeCoster. But if you value reality over perception—and don't mind getting 13 grand's worth of fun at half-price—you're going to love this love child.

Suzuki DL650 V-Strom

PRICE	
MSRP	$6599
ENGINE	
Type	l-c 90-deg. V-twin
Valve arrangement	dohc, 8v
Displacement	645cc
Transmission	6-speed
CHASSIS	
Weight	417 lb. (fuel tank empty)
Fuel capacity	5.8 gal.
Wheelbase	60.6 in. (1540mm)
Seat height	32.5 in. (825mm)

3.9% APR

FOR 24 MONTHS*

ON ALL MOTORCYCLES & ATVs

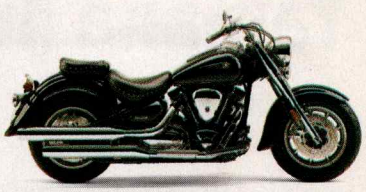
$200 CASH BACK PLUS UP TO

For the Yamaha dealer nearest you call: **1-800-88-Yamaha.**
Visit our website at yamaha-motor.com.

*Finance offer available on the Yamaha card, subject to credit approval, February 6, 2004 - May 31, 2004, good on any new 2004 (or new prior year) Yamaha Motorcycle, ATV and Scooter. Reduced Rate 3.9% APR effective on these purchases for 24 months if your Account is kept current. Thereafter a Standard Rate 9.99%, 13.99%, 17.99%, or 21.99% APR will apply. For Accounts not kept current, the Default Rate 24.99% APR will be applied to all balances. Minimum Finance Charge $1.00. Maximum amount financed $20,000. Certain rules apply to the allocation of payments and Finance Charges on your promotional purchase if you make more than one purchase on your Yamaha card. Call 1-888-367-4310 or review your cardholder agreement for information. Cash back offer good on select models.

See your dealer for ATV age recommendations.
Yamaha recommends an approved ATV training course: Call 1-800-887-2887.

YAMAHA®



Michelin Pilot Power

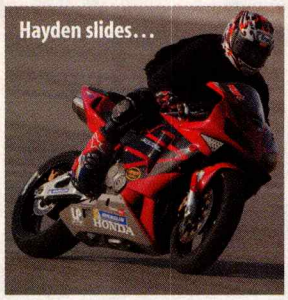
Out with the Pilot, in with the Power

Left: Michelin's new Pilot Power sport tire (right) replaces the Pilot Sport (left). The Power offers fewer grooves, quicker warm-up and even better grip, according to the Michelin Men. They're right, as testing proved.

WITH MUCH FANFARE AND A HANDFUL of MotoGP riders in attendance, Michelin introduced the replacement for its Pilot Sport tire at Las Vegas Motor Speedway. Dubbed the Pilot Power, the new tire draws heavily on the company's MotoGP experience and is significantly changed from its Sport predecessor. A new rubber compound made from a combination of three 100 percent synthetic elastomers is softer and claimed to significantly reduce warm-up time compared with the Sport. Underneath that new rubber, the rear Pilot Sport's Delta construction has been replaced by the Power's two-ply 90-degree casing along with a zero-degree aramid belt.

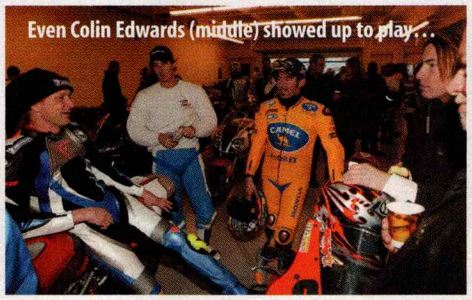
The new front tire's profile is more triangular than the Pilot Sport's, and both front and rear skins have fewer rain grooves. Interestingly, the Power's tread pattern is said to have been inspired by Asian culture; the center, straight grooves are representative of "Katana sword strikes," while the side, curved grooves show "Sai sword cuts." Michelin says the decreased "void area" stiffens the tire, making the softer-compound rubber possible, while wet-weather grip is actually improved by the use of fine-grain silica. During the track portion of the introduction, we found warm-up to indeed be quicker than the Pilot Sport, and overall dry grip was surprisingly good for a street tire. Even with the softer rubber, wear should be similar to that of the Sport's. Approved as original equipment on Yamaha's newest YZF-R1 superbike, the Power is slated to show up on tire racks around the country in 2004.

—Andrew Trevitt



Hayden slides...

Biaggi and Schwantz trail young Nicky...



Even Colin Edwards (middle) showed up to play...

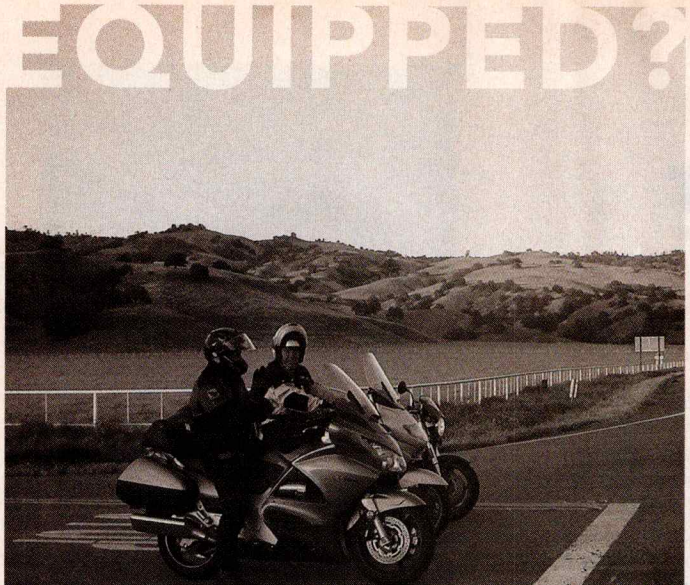
Hayden shadows "Fast" Freddie at LVMS.

Yamaha Announces 2005 FJR1300

Superb sport-tourer gets pricier but retains "priority delivery" status

ASIDE FROM A $11,699 STICKER PRICE AND GALAXY-BLUE paint, the 2005-spec Yamaha FJR1300 you're looking at is unchanged from '04. The ABS-equipped version will sell for $12,799—up $200 from `04—when the newest FJRs arrive in Yamaha showrooms this July. Yamaha's priority delivery program makes getting your hands on one of the popular sport-tourers easier, but only if you get a $500 deposit to your Yamaha dealer by April 30. Better be quick.

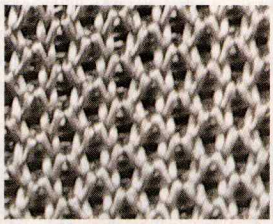
EQUIPPED?

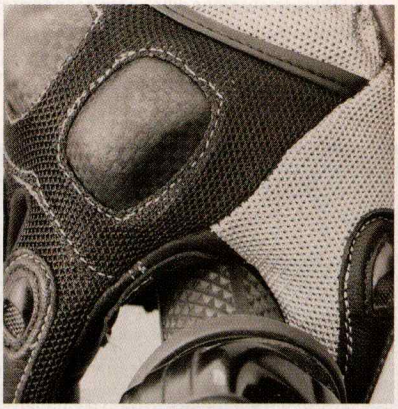


JACKET & PANTS USE MESH-TEX AIRFLOW TECHNOLOGY
JACKET HAS REMOVABLE ZIP-OUT WINDBREAKER LINER

NEW 04

Mesh-Tex pant





Mesh-Sport glove

NEW 04

Mesh-Tex II jacket

PREMIUM RIDING EQUIPMENT

FIRSTGEAR

1.800.416.8255 • FIRSTGEAR-USA.COM

BLUE

YELLOW

SILVER

BLACK

EXCELLENT CRAFTSMANSHIP
EXTENSIVE R & D
PATENTED TECHNOLOGY
EXCLUSIVE FEATURES
ADVANCED ARMOR SYSTEMS
ASK YOUR DEALER FOR IT

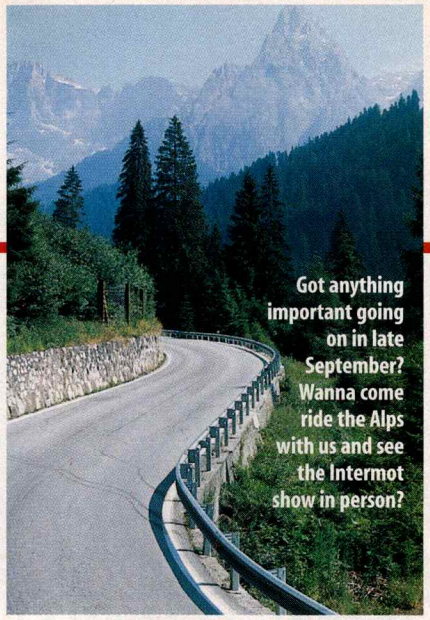
INTERSPORT FASHIONS WEST, INC A DIVISION OF FAIRCHILD SPORTS ifw-usa.com

Let us know about your great rides! at firstgear-usa.com and find out about others . . . Get ready to ride!

FIRSTGEAR

Motorcyclist Alps Challenge Tour

Can you hang?



CAN YOU HANG WITH US—THAT IS, OVER MORE THAN 1600 miles of achingly beautiful Alpine pavement? Can you resist strangling Carrithers and Boehm after 150–300 miles a day across Austria, Switzerland, Southern Germany and Italy? Do four-star hotels upset your delicate sensibilities? Interested in checking out the coolest bikes in the world with everyone who's anyone in the international motorcycle business at Munich's 2004 Intermot show? Have you figured out anything better to do from September 17 to 26?

Are you ready to do more than just talk? Then contact Tri Community Travel (800/507-4459 or edelweiss@trict.com) and sign up for the *Motorcyclist* Alps Challenge Tour arranged by the bike-travel pros at Edelweiss Bike Travel. Rental rides range from BMW's F650 single to Ducati's ST4. Prices range from $3150 to $4460 depending on what you ride, whether you go solo, ride two-up or stay in a private room. Get your $500 deposit in before the April 30 deadline or you'll have to settle for reading about the whole thing here afterward.

2004 Roadracing Schedules

2004 WORLD SUPERBIKE (PROVISIONAL)

February 29	Spain, Valencia
March 28	Australia, Phillip Island
April 18	San Marino, Misano
May 16	Italy, Monza
May 30	Germany, Oschersleben
June 13	Great Britain, Silverstone
July 11	United States, Laguna Seca
July 25	Great Britain, Brands Hatch
September 5	Netherlands, Assen
September 26	Italy, Imola
October 3	France, Magny-Cours

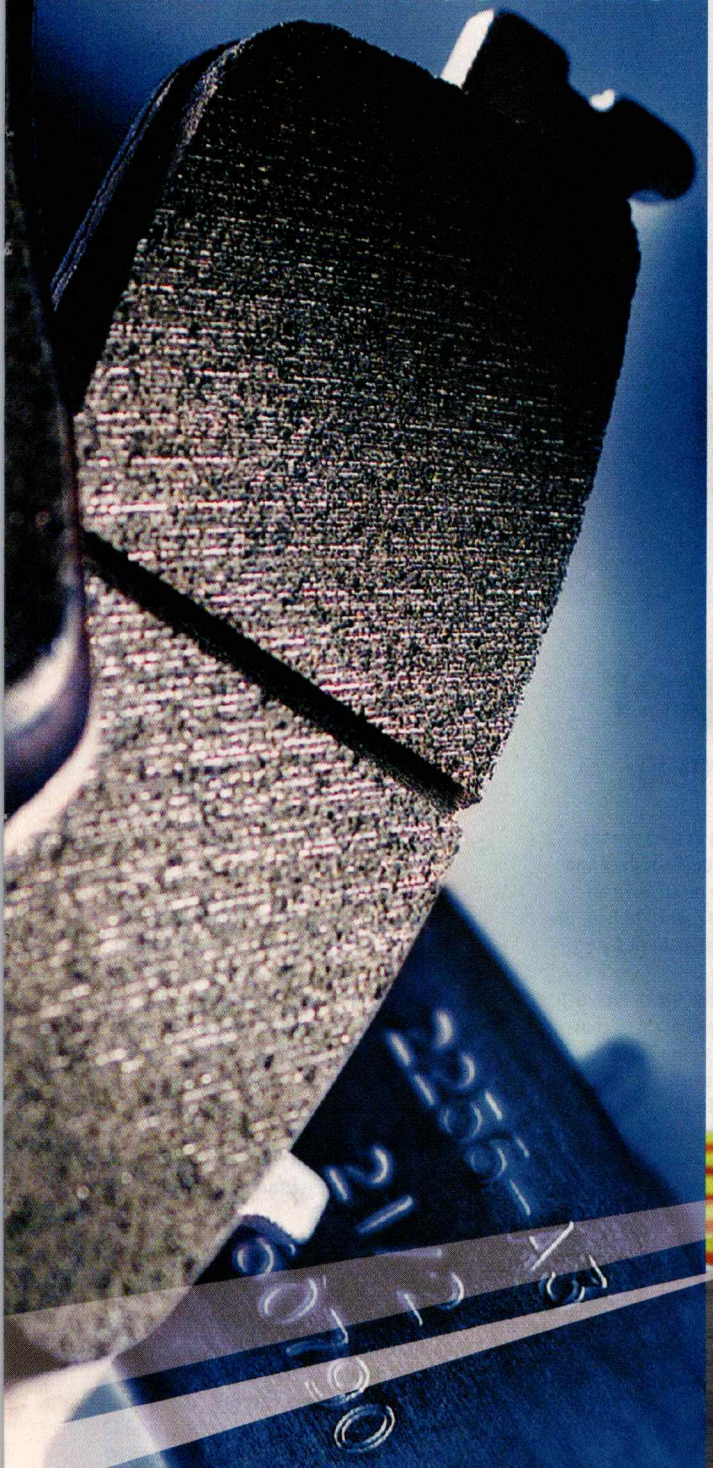
2004 AMA SUPERBIKE

March 3–6	Daytona International Speedway, Daytona Beach, FL
April 4	California Speedway, Fontana, CA
April 2	Infineon Raceway, Sonoma, CA
May 16	Barber Motorsports Park, Birmingham, AL
May 23	Pikes Peak International Raceway, Fountain, CO
June 6	Road America, Elkhart Lake, WI
June 27	Brainerd International Raceway, Brainerd, MN
July 11	Mazda Raceway Laguna Seca, Monterey, CA
July 25	Mid-Ohio Sports Car Course, Lexington, OH
September 5	Road Atlanta, Braselton, GA
September 19	Virginia International Raceway, Alton, VA

2004 MOTOGP

April 18	Africa's Grand Prix, Phakisa Freeway
May 2	Gran Premio De España, Jerez
May 16	Grand Prix De France, Le Mans
June 6	Gran Premio D'Italia, Mugello
June 13	Gran Premio De Catalunya, Catalunya
June 26	Dutch TT, Assen
July 4	Rio Grand Prix, Nelson Piquet
July 18	Motorrad GP Deutschland, Sachsenring
July 25	British Grand Prix, Donington Park
August 22	GP Ceske Republiky, Brno
September 5	GP De Portugal, Estoril
September 19	Grand Prix Of Japan, Motegi
October 2	GP Of Qatar, Doha
October 10	Malaysian Motorcycle GP, Sepang Circuit
October 17	Australian Grand Prix, Phillip Island
October 31	GP Comunitat Valenciana, Valenciana

OUR TEAMS DON'T JUST RUN OUR STICKER, THEY WIN WITH OUR PADS!



C-43

- OPERATES AT RACE TEMP
- AEROSPACE CERAMIC COATED
- 1ST AND 2ND LeMANS 24 HOUR
- ROTOR FRIENDLY

CLOSED COURSE ONLY!

SBK-3

- RACE PERFORMANCE AT STREET TEMP
- AEROSPACE CERAMIC COATED
- REPLACES O.E.M. FITMENTS

CARBONE LORRAINE

HIGH PERFORMANCE SINTERED **BRAKE PADS**

877.MOTO PAD

WWW.CARBONELORRAINE-MOTO.COM

We all knew the YZF-R1 could fly, but this is ridiculous. Yamaha, it appears, is now in the mini-copter business; three models of the RMAX are available, ranging in price from $86,000 to more than $1 million. Photo surveillance is their primary responsibility.

Yamaha's New Chopper

"Yamahopper" takes on a whole new meaning

IF YAMAHA'S 180-HORSEPOWER YZF-R1 DOESN'T incite your adrenal glands, try this. In addition to the boats, outboards, generators, pianos, drums, assorted computer peripherals, professional audio gear, stereo systems and, oh yeah, motorcycles, Yamaha makes RMAX helicopters. That's right, helicopters. Developed in the mid-1980s for the one- to five-acre crop-dusting jobs common to Japanese agriculture, these unmanned industrial helicopters have been sold by Yamaha since '88, with upwards of 1650 currently flying in Japan.

This isn't your nervous, radio-controlled, hobby-shop chopper. Think of it as a flying ATV. The helicopter measures 12 feet from nose to tail, and the main rotor is 10 feet in diameter—small enough for two people to hoist into a pickup truck. A liquid-cooled, horizontally opposed two-stroke twin makes about 21 horsepower. It's no TZ-250 mill, but it's strong enough to hit 62 mph—or lift 66 pounds of payload du jour.

Anyone who's tried knows—turning an RC chopper into an expensive wad of twisted parts is a lot easier than learning to fly one. Not so with the RMAX. Thanks to the miracle of GPS-assisted stabilization electronics—Yamaha Attitude Control System (YACS) to you—a rookie with average eye-hand coordination can learn to fly an RMAX in a day. Release the joystick and RMAX electronics go into automatic hover mode instead of augering in. The basic agricultural-spec RMAX L-17 ($86,000 sans extras) spends most of its time about 20 feet off the deck and within about 500 feet of the pilot. With an operating altitude between 32 and 328 feet, the L-18 Spec I ($180,000) is Yamaha's basic flying camera platform.

For complicated missions, the RMAX Type G-1 adds serious trickiness. More GPS-aided command and control electronics monitor the 'copter's exact position and velocity, letting it fly a preprogrammed course up to six miles away—beyond sight of the ground-bound pilot. With an auxiliary fuel tank it can stay aloft up to 90 minutes. Equipped with onboard real-time video and still cameras, infrared CCD imaging equipment and a laser range finder, the RMAX G-1 works where a full-sized chopper and pilot can't—filming volcanic eruptions, for instance, keeping an electronic eye on nuclear power plants or inspecting strings of high-voltage power lines. When it's released later this year, the G-1 will sell for about $1,150,000, complete with necessary ground-station electronics, antennas and such. So far, potential customers in the U.S. are big-name universities involved in big-buck research projects. Logically enough, Yamaha will be talking RMAX to the Department of Homeland Security in Washington as well. Unless you're calling from some Middle Eastern area code or are up to no good, Yamaha is just as willing to take checks from well-heeled civilians. —*Tim Carrithers*

Tear-Offs

Milwaukee Claims Everest

HIROYUKI OKOUCHI COULDN'T REACH THE summit of Mt. Everest with his 1976 Shovelhead, so he did the next best thing.

Unfurling the Harley-Davidson colors at 29,035 feet to honor the 50th anniversary of the first conquest by Sir Edmund Hillary and Tenzing Norgay, as well as Harley-Davidson's 100th birthday, Okouchi's bar and shield flew higher than any other, if only for a few seconds. Okouchi, a hard-core climber, works at Harley-Davidson Parco in Tokyo.

Organ Donors

Were it to become California law, AB1200 would let riders over the age of 18 decide whether to wear a helmet or not; literally a no-brainer in our book. Still, you might not like the flip side. According to the American Motorcyclist Association, an amended version of the bill stipulates anyone opting out of helmet use "is deemed to have consented to the making of an anatomical gift under this act." Instant organ donor. Weigh in online at www.amadirectlink.com, e-mail assemblymember.dutra@assembly.ca.gov or call (916) 319-2020.

Unplugged

A woman was pulled off Delta Flight 43 from Paris to Cincinnati in January when security personnel became suspicious of external electrical connections on her motorcycle jacket and called in the bomb squad. Although officials subsequently determined there was no threat from the jacket-heating coils, the plane was held a half-mile from its terminal at Cincinnati/Northern Kentucky International Airport while passengers and baggage were rescreened.

New Emissions Rules for 2006

The Environmental Protection Agency will implement stricter motorcycle emissions standards in 2006—1.4 grams of hydrocarbons per kilometer and 12 grams of carbon monoxide versus the current standard of 5.0 grams of hydrocarbons and 12 grams of carbon monoxide—followed by another tier of rules in '10. New '04 models sold in California already meet the '06 EPA regulations. New '08 California models will satisfy '10 EPA requirements. There's no mention of what consenting owners can do to these bikes in the privacy of their own garages. MC

Where the story continues: www.ktmusa.com

KTM NORTH AMERICA, INC., 1119 Milan Ave., Amherst, OH 44001

TIME TO ESCAPE»

2004 KTM 950 ADVENTURE

FREE KTM Adventure Hard Bags with 950 purchase.

Affordable financing rates are available today! KTM FINANCIAL SERVICE
36 months @ 4.99% APR* or 60 months @ 6.99% APR**

It's time to visit your participating KTM dealer for a demo ride!
Offer good while supplies last!

Financing subject to Tier I credit approval through E*TRADE Consumer Finance Corporation; not all applicants will qualify. Financing rates and terms may vary based on credit qualifications and are subject to change without notice. 0% down on approved credit. *36 monthly payments of $29.97 per $1,000 borrowed. **60 monthly payments of $19.80 per $1,000 borrowed. May not be combined with any other offer; void where prohibited. Offer good through May 31, 2004, on all 2004 950 Adventure models and may be discontinued or extended without prior notice. See participating U.S. KTM dealers for details(not available in Puerto Rico). © 2004 KTM North America, Inc.

KTM

Cycle-Gard From GEICO. Insurance For People Who Prefer Two Wheels.

Call to see how much you could save on cycle insurance.

- Sunny Day Lay-Up Program
- Transfer Discount
- Renewal Discount

Cycle-Gard® by
GEICO®
1-800-44-CYCLE
geico.com

- MSF Rider Course Discount
- Tour Bike Discount
- Multi-Bike Discount

© 2003 GEICO

GEICO Direct offers money-saving policies for a variety of riders and bikes - including sport bikes. Policies are designed specifically with you in mind.

Wherever you are, there's a nearby GEICO representative ready to serve all your cycle insurance needs. Your GEICO representative is available to meet with you in person, so stop by soon. If there's no listing for a GEICO office in your area, call **1-800-44-CYCLE**, for a free, no-obligation rate quote.

ALABAMA
- Enterprise* 334-308-0090
- Huntsville* 256-837-0551
- Montgomery* 334-260-0755

ALASKA
- Anchorage
  - 840 C Street* 907-278-2647
  - 336 Boniface Pkwy.* 907-338-3884
- Fairbanks* 907-452-7145

ARIZONA
- Glendale* 623-931-0766
- Sierra Vista* 520-452-0055
- Tucson* 520-747-4223
- Yuma* 928-726-9610

ARKANSAS
- Jacksonville* 501-982-0514

CALIFORNIA
- San Diego* 1-800-44CYCLE

COLORADO
- Colorado Springs* 719-622-3080

CONNECTICUT
- Groton* 860-446-AUTO

DISTRICT OF COLUMBIA
- Washington, D.C. Area* 301-986-2500

FLORIDA
- Cocoa Beach* 321-783-5485
- Ft. Walton Beach* 850-863-4187
- Jacksonville
  - 1600 Park Ave.* 904-264-1223
  - 997 Atlantic Blvd.* 904-246-8650
- Orlando* 407-897-7157
- Panama City* 850-785-0538
- Pensacola* 850-494-0052
- Tampa* 813-259-1142

GEORGIA
- Augusta 706-793-7290
- Columbus* 706-689-2787
- Hinesville* 912-876-2183
- St. Marys/Kings Bay NSB 912-673-7200
- Savannah* 912-352-1271
- Valdosta 229-242-3000
- Warner Robins* 478-971-1509

HAWAII
- Honolulu 808-593-1010

IDAHO
- Mountain Home* 208-587-4071

ILLINOIS
- Belleville* 618-632-7837
- Libertyville* 847-816-3333

KANSAS
- Wichita 316-652-7500

KENTUCKY
- Oak Grove* 270-439-7770
- Elizabethtown* 270-737-9116

LOUISIANA
- Bossier City* 318-742-3600
- Leesville* 337-238-2934

MARYLAND
- Severn* 301-912-2416

MISSISSIPPI
- Biloxi* 228-374-1600

NEBRASKA
- Omaha* 402-734-4502

NEVADA
- Las Vegas* 702-643-0057

NEW MEXICO
- Albuquerque* 505-265-1600

NEW YORK
- Evans Mills* 315-629-AUTO

NORTH DAKOTA
- Grand Forks 701-746-4541

OKLAHOMA
- Lawton* 580-353-0773
- Midwest City* 405-732-4243

RHODE ISLAND
- Middletown 401-847-3100

SOUTH CAROLINA
- Beaufort 843-522-0302
- Charleston* 843-863-0016
- Columbia 803-783-1551
- Sumter 803-938-8200

SOUTH DAKOTA
- Rapid City* 605-348-6060

TENNESSEE
- Ft. Campbell* 270-439-7770
- Millington* 901-872-8161

TEXAS
- Abilene* 915-692-0440
- Austin* 512-732-2211
- Corpus Christi* 361-992-4955
- El Paso
  - 6560 Montana Ave.* 915-779-2489
  - 5401 Gateway, S.* 915-566-9601
- Houston 713-665-4667
- Killeen* 254-526-6696
- San Antonio
  - 1247 NE Loop 410* 210-828-5675
  - 7121 Hwy. 90 West* 210-673-2391
- Universal City* 210-658-6268
- Wichita Falls* 940-689-9300

UTAH
- Ogden/Layton* 801-775-8020

VIRGINIA
- Newport News* 757-599-9090
- Norfolk/Va. Beach
  - 7453 Tidewater Dr.* 757-583-2200
  - 1064 Lynnhaven Pkwy.* 757-368-9032
  - 1281 Perimeter Pkwy.* 757-222-3400
  - Portsmouth* 757-399-1007
- Dumfries* 703-441-6600

WASHINGTON
- Bremerton* 360-692-1117
- Oak Harbor* 360-679-6150
- Tacoma
  - 12525 Bridgeport Way, SW* 253-581-2020
  - 12930 Pacific Hwy., SW* 253-584-7755

***Office open on Saturdays.** **10/03**

Cycle-Gard® by GEICO®

Stop by or call for a free rate quote.

Cycle-Gard is underwritten by GEICO Indemnity company. Cycle-Gard is not available in DE, MA, MI, NC, NH and NJ. Not all discounts or coverages available in all states. Home office: Washington, DC 20076 • email: motorcycle@geico.com

For a great value on cycle insurance and outstanding claims and policyholder service,

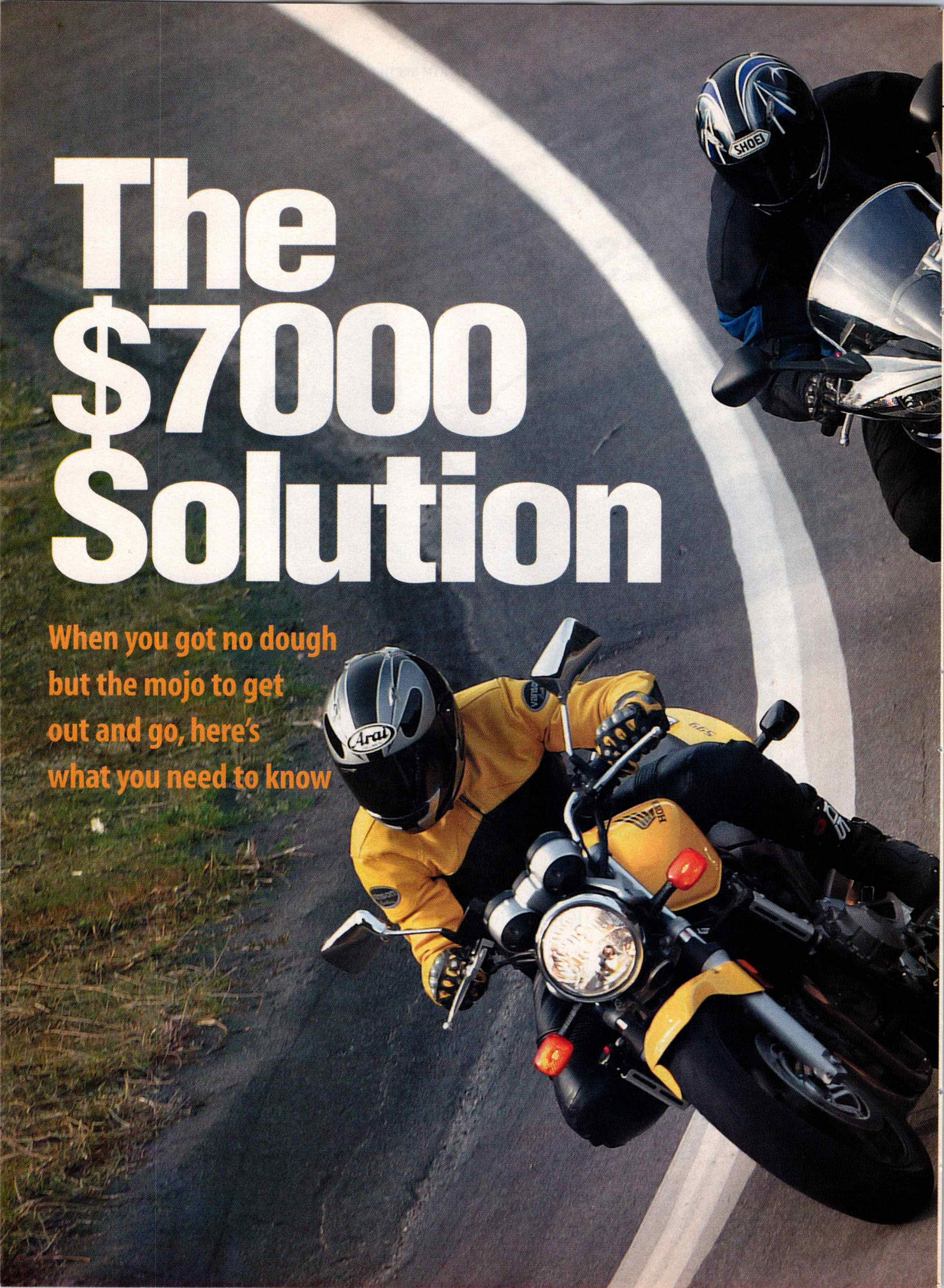
call **1-800-44-CYCLE**, today.

Or check the yellow pages for a local office near you.

Detach and keep in your wallet

The $7000 Solution

When you got no dough but the mojo to get out and go, here's what you need to know



Honda 599 vs. Suzuki SV650 vs. Yamaha FZ6

Cheap Thrills!

Photos by Kevin Wing

IT ONLY MAKES SENSE. Although slow to get off the launching pad, the big-bore naked bikes have headed into orbit. Combined, the Japanese entries—the Honda 919, Kawasaki ZRX1200R (and less so the Z1000), Suzuki Bandit (and less so the SV1000) and Yamaha FZ1—have drawn a nice little trajectory into the sales charts and created rabid boosters across the land. Only a couple of problems remain: The big-bores aren't cheap to buy (and, in some cases, insure), and they can intimidate newbies and small-limbers in ways only a 100-plus-horsepower, 500-plus-pound motorcycle can.

Now, in their fetish to fill every perceived market niche, the manufacturers have stepped up to produce a whole new crop of midsized naked bikes—which face an even more difficult task than their big-inch brethren. For starters, the bikes need to appeal to a wider audience, to embrace the rider for whom the MSF course is still a fresh memory as well as the rider who is old enough to think MSF is something found in Chinese takeout. What's more, with price a critical issue, the onus is on manufacturers to trim component and development costs without running toward the cheap. (Let's face it, the bikes just below this rank—the $5000 beginner sleds—feel as creaky and uneven as a bed in a 1950s motel.)

This is a surprisingly tough category and expectations are higher than ever, particularly in Europe, where bikes such as the Honda Hornet 600 (from which the 599 is minted) and the Yamaha Fazer 600 (ditto the FZ6) sell in huge numbers. It's everyone's hope they'll do as well here. Blame this rush of new hardware for Suzuki's dismissal of the Bandit 600S from America this year; the company believes the SV650 and SV650S will honorably carry Suzuki into battle. Honda dumped the aged—but still popular—CB750 Nighthawk, while the on-again/off-again importation of Kawasaki's new-tech Z750 was finally decided to be off just as the ZR-7S was euthanized. From the outskirts comes Triumph's Speed Four, a genuine sportbike stripped of both its bodywork and sticker price, landing right in the middle of this theoretically sub-$7000 segment. All of a sudden, this is pretty cool real estate.

Difficult decisions abound. Each manufacturer positions its bike a bit differently in the segment, leaving us to answer the question: What are these things? Do-it-all, semisporty bikes? Beginner mounts? Dessert toppings? Floor waxes? It's easy to evaluate hard-core sportbikes or big-inch cruisers; they fit into tight segments. But these things...well, they have to be most things to all people who, er, value value.

HONDA 599

SUZUKI SV650

YAMAHA FZ6

LET'S SCORE SOME GOOD KARMA. Let's reward ourselves for avoiding pedestrians. Let's rack up points on the way to the office, the movies and the dentist. Let's add it all up to prove we're the best at doing good. Let's try not to rub it in. **LET'S MOTOR.™**

MINI

MOTORING SCORE CARD

	DAY 1	DAY 2	DAY 3	DAY 4	DAY 5
Waving to another motorer.	5	5	5	5	5
Letting a co-pilot control the stereo.	10	10	10	10	10
Letting someone in.	15	15	15	15	15
Getting a trucker to honk.	15	15	15	15	15
A quick make-out session at a red light.	20	20	20	20	20
Plugging a stranger's meter.*	20	20	20	20	20
Saying "Have a nice day" to a toll booth operator.	20	20	20	20	20
Motoring naked.*	40	40	40	40	40
Finding a new shortcut.	50	50	50	50	50
Notifying someone their gas tank lid is open.	75	75	75	75	75
Giving someone a jump.	100	100	100	100	100
DAILY TOTALS					
TOTAL SCORE →					

*Check with local ordinances. Sometimes it's illegal. Why? We're not sure.

Hand out a score card to all players. Then pick a day to start on. For each task you accomplish, circle the point value. (You only get to score each item once a day.) After 5 days, add up your total score. The person with the most points is the winner. Good luck. And may the best motorer win. If you'd like more score cards, visit **MINI**USA.COM or your nearest copy machine.

You'll notice the first thing on the list is waving to another motorer. While this will only get you 5 points, don't for a moment think it's any less important than the rest. In fact, it's something we feel people aren't doing enough of these days. We're not quite sure why. But it makes us sad. C'mon everyone. Let's be friendly out there. As our act of kindness, we're making the unmodified MINI Cooper start at only $16,999. The MSRP includes destination and handling charges but not license, registration, taxes or options. The actual price of a MINI is determined by a MINI Dealer. Now get out there and rack up those points.

MINIUSA.COM

The MINI Motoring Score Card works while traveling on most surfaces, including asphalt, dirt, grass, gravel and cement. The score card should not be used to keep score in other activities such as football, golf, miniature golf, badminton or backgammon. Avoid sliding the edge of the score card across your skin at a high velocity. This may cause some discomfort. ©2004 MINI, a division of BMW of North America, LLC. The MINI name and logo are registered trademarks. INS004-04

Yamaha created the FZ6's superb chassis by employing forward-looking alloy-frame technology—there are no welds!—and utterly conventional geometry. The result is a fine-handling bike on the cheap. And they said it couldn't be done...

3: YAMAHA FZ6

If the world were a sales brochure, the FZ6 would be king. It's got everything you could want in this class: power from a renowned engine (the stunning YZF-R6), a new-tech aluminum frame, roomy ergonomics, a mini fairing, a centerstand, LCD instruments and an underseat exhaust. That's a lot. Over in Europe, where a previous generation of this bike, with a steel-tube frame and a YZF600R-sourced engine, enjoyed considerable success, the new model represents a quantum leap, a lustful grab for a slice of the Hornet 600 pie.

3

Over here, the FZ6 is more like a little brother to the popular FZ1. European riders have their choice of a naked or half-faired FZ6, but we'll get just the faired version. (The opposite is true with Honda; a half-faired Hornet 600 exists alongside this naked version.) For us, the salient point is that the FZ6 is a comparatively large bike. There's more room in the seating triangle for the rider and passenger, and a good-sized plastic fairing to push away the atmosphere; at moderate highway speeds the screen is fine, but greater velocities create a fair bit of turbulence. Claimed seat height is about half an inch higher than the Honda's, while the wheelbase is the longest of the lot by approximately the same amount. The general air is of a larger motorcycle, which is, clearly, a good thing for larger riders.

Given that the FZ6 uses a trick alloy frame (a weld-free pressure-die–cast affair that's bolted together at the steering head and behind the engine) and decent-quality suspension, its handling shouldn't be in doubt. In fact, it isn't. Of these three, the Yamaha has the most accurate, feedback-rich steering, with low effort and a total willingness to turn in with the positive-action front brake applied. Yes, the softly calibrated suspension allows the chassis to pitch during really hard riding, but the Yamaha's legs are generally better controlled than the Honda's or Suzuki's; it's just that the riding position is upright enough to amplify the sensations.

Back out on the road between your house and the office the FZ6 mostly shines. Again, that roomy riding position helps, as as if you could ride all day; indeed, the FZ6 emerges as the sport-tourer of the bunch.

Good showing there, so why last place? It's the motor, believe it or not. The R6-based engine

does syrupy action from the essentially fixed-rate suspension—there's an adjustment for rear spring preload only. Now you notice features like the always-on clock, the fuel gauge (with a count-back reserve minder that tells you how many miles the light's been on) and the comfortable saddle. You feel simply seems out of place in a standard-style bike. Although in FZ6 guise it has greater torque below 5000 rpm than the R6—some seven foot-pounds more at 4000 rpm—it lags in this field for grunt both at the bottom and in a trough around 7000 rpm. This is a shortcoming not fully addressed by the

www.kbchelmet.com

KBC HELMETS

precision engineered

ad@moto-design.co.uk

Mat Mladin

03 AMA US Superbike Champion

the all New Mat Mladin Race Replica

Racer-1

MSRP $349.95

KBC HELMETS

TR TUCKER ROCKY

MOTOVAN

FZ6's best-in-class peak power or its apparent pleasure in being trashed to the redline at every opportunity. Simply put, the FZ6 feels gutless at the bottom end of the range. It's peaky.

On top of that, the fuel injection has not been improved since the European launch late last year, and that, even more than the paucity of low-end urge, produced grumbling among our testers. You can see how Yamaha has tried: The gearing is taller than the R6's, and the throttle cam is an eccentric design intended to smooth throttle response. What's more, the U.S.-spec bikes have noticeably stiffer throttle-return springs than the Euro bikes we rode—yet another Band-Aid that doesn't work. Even with all that, certain on/off throttle transitions are greeted by the engine sucking in its breath (while nothing happens), and then the power comes in abruptly, taking up the considerable driveline slack with a clunk. This characteristic made it difficult for even the advanced riders to get the power down smoothly, and thoroughly frustrated our newbies. The engine also buzzes bothersomely above the 5000-rpm point. Finally, the clutch on both our and *Sport Rider's* test bikes was touchy, with a narrow engagement band right at the end of the lever's travel. All together, this is not a powertrain friendly to the inexperienced. We know Yamaha can do better.

Givin' it the business. Honda's 599 is based on the previous Hornet 600—there's a new-generation Hornet in Europe for 2004—but the concept has aged extremely well. Great newbie-friendly ergonomics, fine suspension and brakes and a torquey four-banger help bring goodness, if not catalog-popping features, to the class.

2: HONDA 599

Typical Honda. In just about every way this is a delightful, well-oiled motorcycle, a cheerful little bundle of energy that is fun for the old hands yet extremely kind and forgiving to the just-licensed. Perky. A veritable Meg Ryan (before the cosmetic surgery) on wheels.

2

And yet in typical Honda fashion there doesn't seem to be anything on the spec sheet to suggest the goodness baked into the 599. It's the only bike here with a steel frame; the only one with carburetors; the only one whose suspension is clearly aimed at the short-and-light contingent. The suspension adjusts for rear preload only and, like the others, the front brakes use old-tech, two-piston, sliding-pin calipers. The liquid-cooled inline-four is based on the *CBR600F3's*, for cryin' out loud!

Hop on, turn the key, pull on a little choke—oh, how *quaint*—and start her up. Yes, carburetion makes the 599 a bit coldblooded, but throttle response once warmed is very good, with no weirdness to foil the inexperienced. Off the bottom the 599 rocks, pulling strongly through the rev range. On the dyno the 599 shows its stuff, with more torque than either the Triumph Speed Four (see road test, page 50) or the Yamaha until the FZ6 comes up to its first hump around 4750 rpm. Still, the Honda maintains a nice, even torque curve through the middle, with a curious shark's fin just shy of 10,000 rpm that defines both the torque and horsepower peaks (47.4 and 88.0, respectively). That the supposedly old-fashioned Honda is within a horsepower of the newer Triumph is an achievement of significant proportion.

In the real world you hardly notice the peak-power shortage next to the Yamaha. Part of this is gearing—the 599 is less than 0.3 seconds behind the Yamaha in the quarter-mile and betters it in top-gear roll-ons—and part is personality; the 599 seldom feels down on power.

Maybe some of this apparent power parity is an illusion stemming from the Honda's

Exhaust

Yoshimura R&D Your Complete Performance Center

Yoshimura exhaust systems are available as Slip-Ons and Full Systems in titanium or stainless steel. To make your system fit your style choose from our three canister sleeve options of stainless steel, carbon fiber, or titanium.

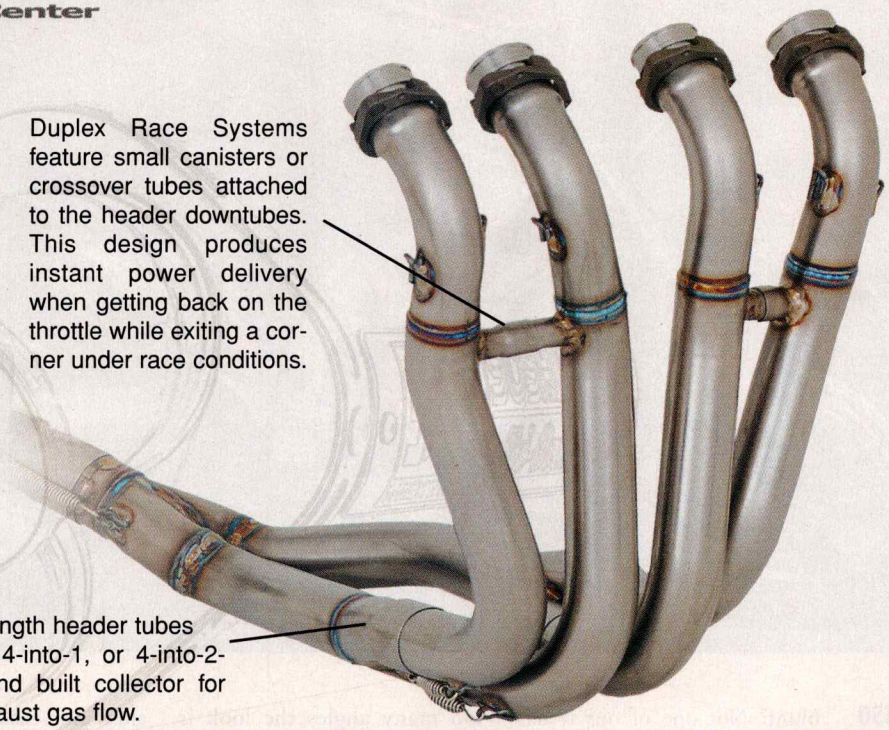
Suspension

Electrical

Chassis

Engine

Duplex Race Systems feature small canisters or crossover tubes attached to the header downtubes. This design produces instant power delivery when getting back on the throttle while exiting a corner under race conditions.



Large equal length header tubes collect into a 4-into-1, or 4-into-2-into-1style hand built collector for maximum exhaust gas flow.

RS-3 Stainless Steel

TRS Carbon Fiber

Tri-Oval Titanium

YOSHIMURA

5420 Daniels Street • Chino,CA 91710 • Tel (909)628-4722 Fax (909)591-2198

www.yoshimura-rd.com

compact dimensions. Sit down and the 599 feels tiny—in the same way the 919 feels like a welterweight next to the lumbering Bandit, FZ1 and ZRX—with a short throw to the bar and a seat seemingly two feet from the ground. Although not the lightest bike here, the Honda nonetheless feels small and agile—it may be dense, but the density is in the right place. If you were building a bike to specifically favor the just-learning end of the rider cosmos, this is how you'd do it.

Easy on newbies, sure, but the 599 also lets more experienced types have a thrill or two. Honest steering—maybe not quite as direct as the Yamaha's, but close—and well-chosen damping rates help keep the chassis under control. The springs are soft, so larger and more aggressive riders may notice some vagueness while leaned over, particularly if the road is anything but billiard-smooth. Cheap suspension—

hey, it's not a knock; they *all* have low-buck suspenders—means the 599 doesn't settle down as quickly as a supersport, but you wouldn't expect it to, and soft spring rates give the bike a good highway and around-town ride. The short wheelbase affords the Honda real agility without imposing stability worries. In sum, a very good chassis mated, thankfully, to a fine powerplant.

Thus established, the 599 is great for beginners, still fun for old farts, seamlessly produced and relentlessly developed. Why didn't it win? It's about the bucks, you know. Honda did itself no favors in the category by pricing the bike so high—at $7099, it's almost out of reach. Consider that the sum is just $900 shy of the much faster 919 and a mere $300 below a Suzuki Bandit 1200S. "Yes, but no Honda dealer in his right mind will try to get $7100 for the bike. The real-world price will be a lot lower," came the argument from the 599 camp. (Actually, that would be all of us; no one really disliked the bike.) True, but we can only go by MSRP, and if you can hammer 10 or 15 percent off the list price from your local Honda emporium, you could probably do the same over at the Suzuki dealer. Let's put it another way: If the 599 listed for, say, $6500 and maybe had a few more amenities—there's no centerstand, the instruments are Spartan and there's nothing but a headlight to break the wind—it would win this comparison outright. The remaining issue is this: Are you willing to spend more for a friendlier motorcycle? Let the soul-searching begin.

What can we say? Our love affair with the SV650 continues, fueled by the spunky 645cc V-twin and I-can-do-anything attitude. New competition has shown the SV's chassis in a new light, however; it's still fine, but it's not the head-and-shoulders winner it's been in the past. Check your six, Suzuki.

1

1: SUZUKI SV650

The Suzuki's first-place finish is a triumph of value over appearances, of scrappy attitude over gloss and features. May we be blunt? Not one of our testers loved the SV's chunky looks. Particularly in non-S guise, the angular bodywork looks plainly overstyled, an aesthetic reach beyond Suzuki's grasp. From too many angles the look is discordant and malproportioned. In other, less kind terms, it's ugly.

So how could it win? Easy answer: It just plain works. The aluminum chassis is stiff and the engine is, as ever, a torquey and total thrill. Refer again to the dyno charts and you'll see what we mean. All that low-end makes the SV feel utterly

WHEN YOU TOLD YOUR INSURANCE COMPANY YOU OWNED A

SISSY BAR

DID THEY ASK IF THERE WAS A COVER CHARGE?

Don't worry. We know. After all, we insure over a million riders. Which makes us by far the largest motorcycle insurance company in the country. Isn't it time you started riding with the pack? Visit one of our 30,000 agents/brokers.

Call 1-800-513-1852 anytime 24/7. Or go to progressive.com.

PROGRESSIVE
MOTORCYCLE INSURANCE

Quote and buy at
progressive.com
or call
800-513-1852
or visit a
Progressive agent

03-00969.S Coverage provided by Progressive Casualty Insurance Company and its affiliates, Mayfield Village, Ohio. Available in most states and situations.

effortless in the city and on the tightest of back roads. Yet it's also smooth enough to make a pleasant companion for highway riding. It may be down on peak horsepower compared with the inline-fours, but you'd hardly notice that on the street; the SV pulls out of corners with authority and revs freely to its 11,000-rpm redline. Where an FZ6-mounted rider would be stirring the gearbox and feeling frantic, the chucklehead on the SV just sits there, watching the road and working on his lines. It's hard to describe just how delightful this powerplant is, with its contented chuffing, great torque spread and melodious soundtrack.

Performance is deceptive. Owing to its low weight—at 429 pounds wet it's the lightest of the group—and plentiful grunt, the SV keeps the bikes with more peak horsepower in sight down the quarter-mile and struts away in the top-gear roll-on. Consider this the SV's modus operandi: It never feels utterly, wicked fast, but always seems ready to squirt away from the apex or into a rapidly closing hole in traffic. Our sole complaint with the powertrain is the new fuel injection's tendency to snatch at certain engine speeds, a characteristic that bothered some riders more than others and that is, in balance, nowhere near as irksome as the Yamaha's maladies.

In years past, the SV has triumphed for a combination of power and superior handling, but the march of time has caught the little Suzuki in the second category. An inexpensive damping-rod fork and similarly low-rent shock (both adjustable for spring preload only) return from the previous SV with minor changes, but they're not enough to keep the Suzuki ahead of the others in pure handling terms. Most of the blame goes to the fork, which is harsh over small bumps and woozy over large ones—and generally lets the front end wander, kick and protest far too much. Your choice is to crank up the preload to keep it off the stops during hard braking and suffer too-quick rebound and harshness, or back out of the spring to get into the zone of damping equilibrium. Added to that, the shock is slightly overdamped, producing the sensation that the chassis pivots over the rear wheel instead of stroking smoothly over long-period bumps. At times, the front end chatters on braking and wants to run wide if the road is not smooth. Also, those two-piston front calipers must have high-mileage pads in them because even though they're similar to the Honda's and Yamaha's, they feel wooden. Listen up, Suzuki: The SV has been (almost) caught by the competition, and it won't be long before its stellar little engine isn't enough.

Consider this the SV's modus operandi: It never feels utterly, wicked fast, but always seems ready to squirt away from the apex or into a rapidly closing hole in traffic

What's more, not all our riders found the SV's ergonomics comfortable. We'll hold off on a final verdict here because the bike tested was a 2003 model. A revised SV is due for '04, sporting a new, 40mm-lower rear subframe that will carry a redesigned seat. (Initial specs show the seat height to be the same as the '03 bike's, but we're told the seat will be narrower at the front to make life easier for shorties.) In addition, the trail figure will go up by 2mm, which may help some of the front-end instability. (A richer fork would be a better solution, we say.) Finally, the rear end will be restyled slightly to clean up the fender area under the trick LED taillights.

That Suzuki has undertaken such changes in only the bike's second season indicates how serious this class has become. After all, the SV pretty much had the category to itself, at least here in America, so it could be sold for a low price and we'd all ignore the worst low-dollar offenders on the chassis side. Now there's genuine competition, but the SV still manages to come in hundreds of dollars less. Take the difference in price between the SV and the 599, for example, and you could have the fork tended to, fit new tires (we know that a taller, 70-section front will help feedback and compliance on this bike) and even install the Suzuki accessory mini fairing.

From the start, the SV has been about getting more bike for the buck, a noble effort that's still successful. Just don't call us cheap.

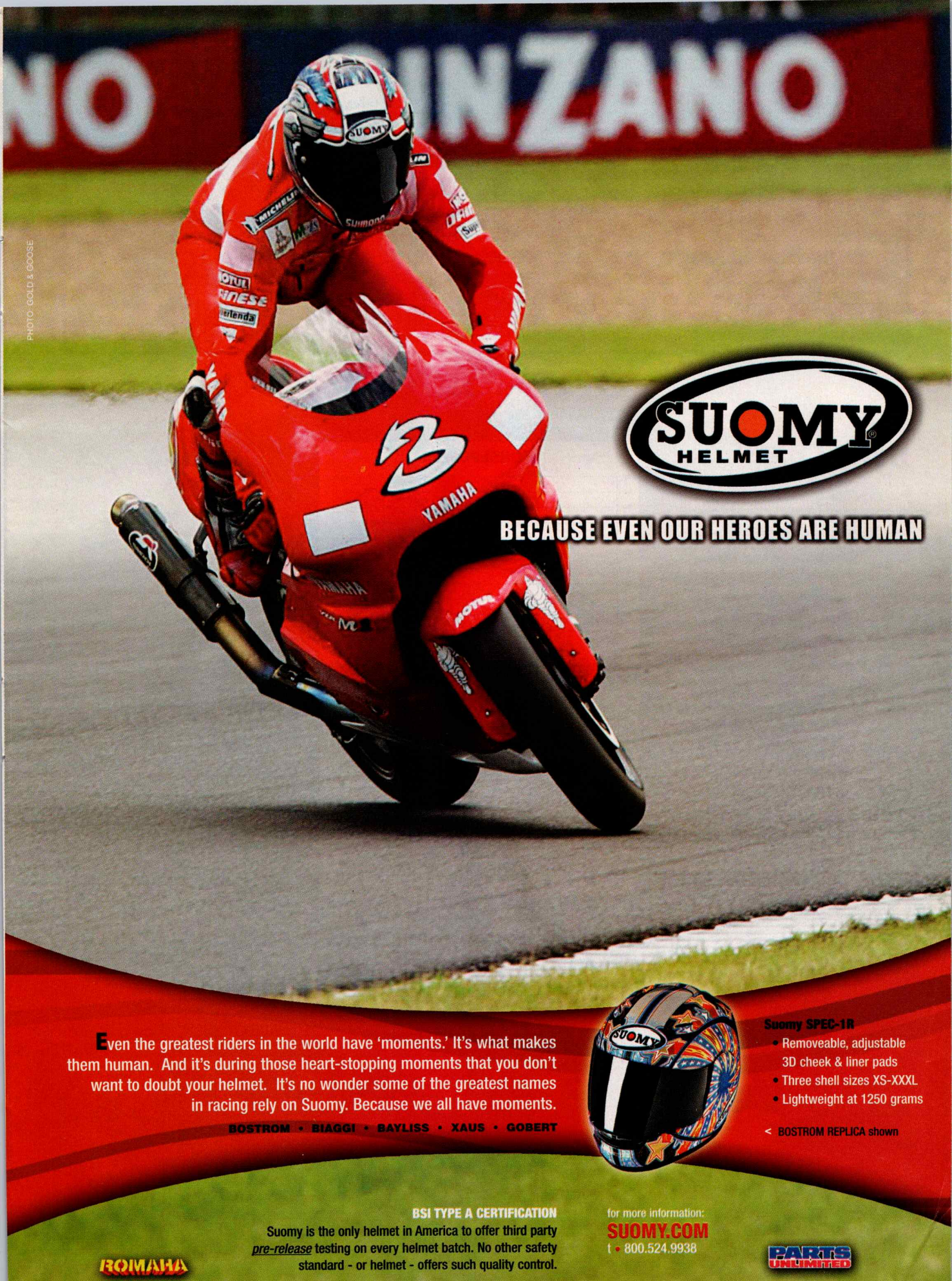


PHOTO: GOLD & GOOSE
SUOMY
HELMET
BECAUSE EVEN OUR HEROES ARE HUMAN
Even the greatest riders in the world have 'moments.' It's what makes them human. And it's during those heart-stopping moments that you don't want to doubt your helmet. It's no wonder some of the greatest names in racing rely on Suomy. Because we all have moments.
BOSTROM • BIAGGI • BAYLISS • XAUS • GOBERT
Suomy SPEC-1R
• Removeable, adjustable 3D cheek & liner pads
• Three shell sizes XS-XXXL
• Lightweight at 1250 grams
< BOSTROM REPLICA shown
BSI TYPE A CERTIFICATION
Suomy is the only helmet in America to offer third party pre-release testing on every helmet batch. No other safety standard - or helmet - offers such quality control.
for more information:
SUOMY.COM
t • 800.524.9938
ROMAHA
PARTS UNLIMITED

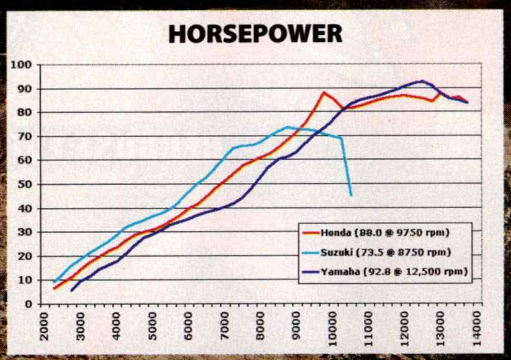
Cheers & Jeers

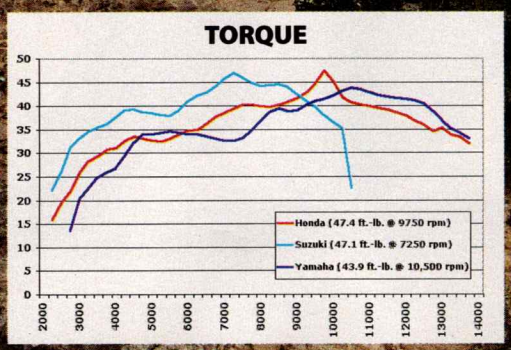
	HONDA	SUZUKI	YAMAHA	VERDICT
Engine	8	9	6	*It's true—we love V-twins, but the Suzuki's is worth the praise; Honda's is fine; Yamaha's undermined by poor FI and a lack of grunt*
Drivetrain	9	8	7	*Honda has a great gearbox and clutch, while both the SV and FZ6 have noticeable driveline lash, the Yamaha more so*
Handling	8	8	8	*All competent with varied strengths. The Honda is friendly, the Yamaha is quite stable; the Suzuki possesses extra headroom*
Braking	8	7	8	*Decent midline brakes all around, with sufficient power and feedback; Suzuki's are more wooden than the others*
Ride	8	7	8	*Inexpensive suspension means none is absolutely creamy. Suzuki's wonky fork gets dinged a bit extra*
Ergonomics	9	9	9	*Matters of preference. Honda's tight ergos are perfect for small-boned riders, while the FZ6 accommodates the meat mountains*
Features	6	7	9	*Yamaha has packed 'em in: underseat exhaust, centerstand, fuel gauge, LCD instruments...you name it. Others seem barren*
Refinement	9	8	7	*Honda scores a decisive advantage in development as well as execution. Yamaha needs to go back to Fuel Injection 101*
Value	6	10	8	*No contest. The SV wipes the dealership floor with the other two. Honda needs to go back to Econ 101*
Fun Factor	8	8	6	*We've said it before: If you can't have fun on the SV, you're not trying hard enough. Honda's close, though*
Overall*	7.9	8.1	7.5	*Where money is an object, the SV reigns supreme. Honda might have won but for a lofty (though not quite exorbitant) price tag*

*Overall rating is independent and not derived from category scores.

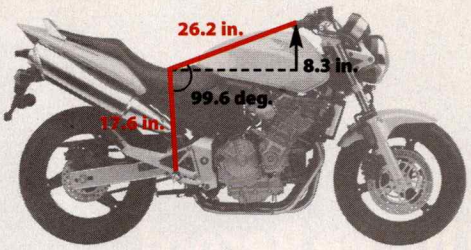
Dyno Chat

The Suzuki's long stroke (compared to the inlines) and slight displacement advantage allow it to whip the four-cylinders at lower revs. That minor droop in the SV's torque trace at 5500 rpm actually makes the bike feel quicker because of the resulting top-end lunge once it clears the divide. (Modified SVs feel less quick with this hole filled in.) Although the new SV is more powerful than the previous generation, its power peak is at a lower rpm. Honda tweaked the CBR600F3 powerplant for good midrange and low-end, but didn't totally cut the limbs off its high-rpm potential. That shark's fin in the torque curve gives the 599 a slight edge on the SV in peak torque. Meanwhile, the Yamaha holds its cards to the end, pounding out an R6-like top-end surge that looks good here but pales next to the real R6's ability to scream near the redline. On the road, the SV rules.



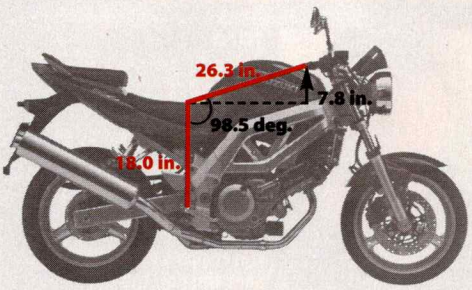


Ergonomics Explained



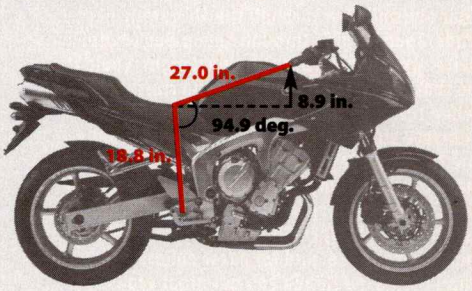
HONDA 599

You want small, you got it. Honda's 599 is truly pint-sized, with a short reach to the bar (that has a fair amount of effective rise) and the least distance to the pegs from the seat. (That seat is also the lowest in our measurements, some 18mm closer to the ground than the Yamaha is and 21mm shorter than the Suzuki is.) This is a comfortably compact position for smaller riders but cramped for the big lugs.



SUZUKI SV650

Which came first, the SV or the 599? They're so close, ergonomically, you'd think they were related. The SV has slightly less bar rise but doesn't feel a lot sportier from the saddle. You get a nice, neutral riding position that seems to fit all but the tallest riders. Our measurements show the Suzuki has the tallest saddle, though; consider that aspect "under construction" for the 2004 model.



YAMAHA FZ6

With a comparatively long reach to a fairly high bar, the Yamaha feels the most touring-bike-like and the largest of these three. That additional stretch-out room—plus the vast amount of legroom—is a godsend to riders who shop at Big and Tall. The comparatively narrow seating angle proves what we feel—that the pegs are low yet fairly far forward. In many ways, this is the most standard-style position of the bunch.

Cheap Thrills, Italian-style

Ducati Monster 620: How to say "beginner bike" in Italian

EUROPEANS ALWAYS SEEM TO DO budget bikes differently. Style often wins over content, particularly for manufacturers who have to work especially hard to trim the sticker to fit a newbie's budget. So it is with the Ducati Monster 620, a sub-$7000, demi-entry-level motorcycle that embraces all the style and soul of its larger Monster brethren yet gains entry into the category by rigorous cost cutting.

Let's start with what's good: the look. More than a decade after the first Monster hit the streets, this one still strikes a fine pose, with great proportions, a fine color palette and an undefinable attitude. Yet it's also sized right for smaller riders—the 620 has a lower seat than the other monsters—and while still apparently a bit larger than the diminutive Honda 599, it's browsing in the right rack. If you value the cut of the suit more than the feel of the material, here you go…

Powering the M620 is an air-cooled, 618cc V-twin with fuel injection. It's a fine little engine, if slightly down on power, especially compared with the more modern SV650 powerplant. Still, it's nearly as charismatic as the larger Duc engines, with a decent hillock of a torque curve and spot-on injection. Even so, in a street race any of the Japanese budget 600s would leave it for well-dressed roadkill.

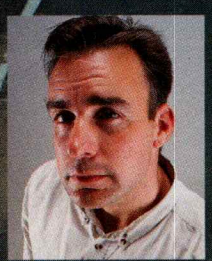
For 2004, Ducati has tweaked the little Monster, giving the $6999 colored version—this year in red or yellow with a metallic gray frame and wheels—a small cockpit fairing, plus a six-speed transmission and back-torque-limiting dutch. The Dark version, at $6499, retains the five-speed box and conventional (hydraulically operated) dutch, loses the fly screen and makes do with a single front disc brake. Shown is the very trick Capirex replica model, which retails for $7495. Go ahead…you deserve it. *—Marc Cook*

Can you tell it apart from the larger, more expensive Monsters? Hardly.

Off the Record

ford
Age: 50
Height: 6 ft.
Weight: 235 lb.
Inseam: 32 in.

I looked forward to riding these puppies. For some reason I never seem to get any seat time on the 600s that ebb and flow through the *MC* garage like underaged fly girls through Snoop Dog's hotel suite. I'm anything but a middleweight: Could it be that the 600s cower behind the cruisers when they hear my thundering steps on the concrete stairs? Regardless, these nakeds let me catch up and climb aboard for once. And I have to say that my favorite day-in, day-out 600 isn't even in here: It's the still-for-sale, still-worthy Yamaha YZF600R. No, it's not naked, but neither is the FZ6. And for a few dollars less than the naked Honda you get great ergos, adequate wind protection, full-adjust suspension, a great, flexible motor and still-simmering looks. I'd ride the wheels off it as is. Or find a crashed one, strip off the fairing, get out the flat-black Krylon and build my own Anglo-Asian Speed Four. *—Dexter Ford*



cook
Age: 40
Height: 5 ft. 10 in.
Weight: 190 lb.
Inseam: 32 in.

I've been a vocal critic of Honda's fondness for unusual or proprietary technology that often amounts to nothing more than tech for tech's sake. By loading up on pet theories like a teenager filling up on the bread before dinner, Honda's planners often seem to have no room left for the goodness. Or maybe it's just the accountants, I don't know. Either way, Honda, just because someone else uses the same or similar technology doesn't make it wrong.

Here's hoping the 599 signals a shift of sorts for Big Red. This motorcycle is utterly low tech—steel frame, carburetors, no-knobs suspension—yet works amazingly well and is astoundingly honest. Perhaps by spending less time vetting new technology, Honda's development personnel had the chance to take one more swipe at the carburetion, spring and damping rates, and ergonomics. In a lot of ways, the 599 reminds me of older Hondas, with anything technologically avant-garde hidden artfully behind thorough development and hours of polishing—with the result being motorcycles real people can own and enjoy. *—Marc Cook*

boehm
Age: 41
Height: 6 ft.
Weight: 225 lb.
Inseam: 32 in.

I really, really wanna like the Yamaha. It handles well, is comfortable and offers a list of standard accessories that would make some much more expensive bikes blush. But like so many good-but-not-great motorcycles these days, a few poor details drag it down. It buzzes bothersomely above 5 grand, feels as peaky and midrange-challenged as a 600 super-sport and has a way-clunky driveline. Too bad. The Suzuki's faults (funky styling and old-tech suspension) are much easier to stomach—and there's that lovely, throbby engine. I'm rapidly becoming a V-twin fan in my old age; inlines are just too frantic and tense for me, while Vees are loping, slow and relaxed. And I'm way too frantic and tense in my everyday life to put up with that type of performance in a daily-rider streetbike. I could ride the Suzuki every day, and often do. The CBR1000RR's inline-four? That's another story entirely. *—Mitch Boehm*

For the last four years, manufacturers (other than Suzuki) have dodged the rare intelligent question, "Hey, when y'all going to make an SV-beater?" At least now we have Honda and Yamaha's answer. Next question...

"The big surprise of the day had to be [Avon's] sport-touring tire. ... I went out ... and couldn't believe how much grip was available. 'Sport-touring tires aren't supposed to grip this good,' I thought to myself. They may not grip as well as the company's own sport tire, but they grip way better than any sport-touring tire that I can remember riding on. ... If you aren't a weekend knee-dragger and are just looking for a tire with good all-around performance and good mileage, this may be the perfect tire for you."

Blake Conner • **CYCLE NEWS**

GOOD NEWS TRAVELS FAST.

"Probably most important for track-day goers, wear [on the SP Pro Series] after about 45 laps of the Spring Mountain Motorsports Park track was surprisingly little."

Andrew Trevitt (rider) • **SPORT RIDER**

"On the SPs, the Spiral and Belted Carcass (SBC) system that all of the [tires] have includes two extra belts under the zero-degree belt to cope with the extra load at high levels of grip. If Avon is talking about how tightly I was gripping the handlebars as I pushed that FZ-1 harder than I ever have, then there must be something to this SBC stuff. All I know is that I have never gone faster around a racetrack."

Mark Tuttle Jr. • **RIDER**

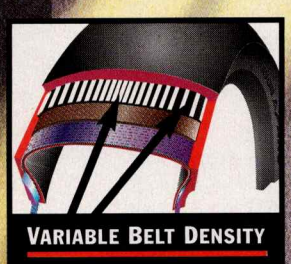
"... I was quite impressed with each of the three distinctly different models of tire tested on each of the motorcycles ridden."

Paul Penzo • **CYCLE CANADA**

"Both the SP (for 'street sport') and more track-oriented SP Pro Series delivered all of the grip, stability and light, predictable handling that [Road Test Editor Don Canet has] come to expect from current sport-spec radials, even when pressed beyond their traction limits. It was the sport-touring AV45/AV46 ST, however, that impressed him the most. This particular tire features a longer-wearing, silica-enhanced compound and a more extensive tread design for added confidence in wet conditions. Nevertheless, it offers really good grip and stability during dry running."

Don Canet (rider) • **CYCLE WORLD**

ROAD HAZARD
FREE
Replacement Tire
(Limitations apply.)
See your dealer or call for details.
POLICY



"Perhaps the most important aspect of a street tire is its ability to grip the road as soon as you ride away from the driveway. [The tires] had excellent grip characteristics from the get-go. We circulated around the track using all three tire models and had no complaints about traction or stability at higher speeds, and the turn-in was effortless. Before the day was over, a pair of ST tires were mounted on the Mille and the results were impressive. The sport-touring tires handled the Mille's performance capabilities without complaint."

Walt Fulton • **MOTORCYCLE CONSUMER NEWS**

AVON TYRES

Your only contact with the road.

www.avonmotorcycle.com Tech Info 1-800-624-7470

Each manufacturer positions its bike a bit differently in the segment, leaving us to answer the question: What are these things? Do-it-all, semisporty bikes? Beginner mounts? Dessert toppings? Floor waxes?

	HONDA 599	SUZUKI SV650	YAMAHA FZ6
PRICE			
MSRP	$7099	$5899	$6499
ENGINE			
Type	l-c inline-four	l-c 90-deg. V-twin	l-c inline-four
Valve arrangement	dohc, 16v	dohc, 8v	dohc, 16v
Bore x stroke	65.0 x 45.2mm	81.0 x 62.6mm	65.5 x 44.5mm
Displacement	599cc	645cc	600cc
Compression ratio	12.0:1	11.5:1	12.1:1
Transmission	6-speed	6-speed	6-speed
Final drive	#525 chain	#525 chain	#530 chain
CHASSIS			
Weight	446 lb. (wet) 416 lb. (fuel tank empty)	429 lb. (wet) 402 lb. (fuel tank empty)	461 lb. (wet) 430 lb. (fuel tank empty)
Fuel capacity	5.0 gal.	4.5 gal.	5.1 gal.
Rake/trail	25.0 deg./3.86 in. (98mm)	25.0 deg./3.94 in. (100mm)	25.0 deg./3.8 in. (97mm)
Wheelbase	55.9 in. (1420mm)	56.3 in. (1430mm)	56.7 in. (1440mm)
Seat height	31.1 in. (790mm)	31.5 in. (800mm)	31.5 in. (800mm)
SUSPENSION			
Front	41mm fork, nonadjustable	41mm fork adjustable for spring preload	43mm fork, nonadjustable
Rear	single shock adjustable for spring preload	single shock adjustable for spring preload	single shock adjustable for spring preload
Tire, front	120/70ZR17 Michelin Pilot Road	120/60ZR17 Dunlop D220	120/70ZR17 Bridgestone BT020
Tire, rear	180/55ZR17 Michelin Pilot Road	160/60ZR17 Dunlop D220	180/55ZR17 Bridgestone BT020
PERFORMANCE			
Corrected 1/4-mile*	11.56 sec. @ 115.64 mph	11.87 sec. @ 110.02 mph	11.30 sec. @ 119.42 mph
0–60 mph*	3.60 sec.	3.65 sec.	3.44 sec.
0–100 mph*	8.60 sec.	9.94 sec.	7.87 sec.
Top-gear roll-on, 60–80 mph*	4.87 sec.	4.44 sec.	5.09 sec.
Fuel mileage (low/high/average)	31/48/39	38/44/41	32/44/38
Cruising range (exc. reserve)	156 miles	147 miles	155 miles

*Performance with test-session weather conditions corrected to sea-level standard conditions (59 degrees F, 29.92 in. of mercury)

Always wear a helmet, eye protection and protective clothing, and obey the speed limit. Victory® Victory Motorcycles® and the Victory logo are registered trademarks of Polaris Sales Inc. © 2004 Victory Motorcycles.

The 2004 Victory® Vegas™

If the split-tail, custom-inspired tank doesn't turn a few heads, the 92 cubic inch, torque-filled Freedom™ V-Twin powering it certainly will. The Victory Vegas. Brute cruising performance covered in modern American style. Made and backed by Polaris Industries Inc. To find your local Victory dealer, or to get a brochure, call 1-800-765-2747 or visit victorymotorcycles.com.

VICTORY MOTORCYCLES POLARIS

THE NEW AMERICAN MOTORCYCLE™

TAKE THE VICTORY CHALLENGE NOW THROUGH JUNE 30TH.
Test-ride a Victory and get a Free T-shirt. See dealer for details.

THE POLARIS RIDE OF YOUR LIFE OPEN HOUSE, APRIL 3-10.
At participating dealers only.

50 YEARS POLARIS The Way Out.

SEE HOW FAST YOU CAN STEAL THE SPOTLIGHT.

Mondo Middleweight

Triumph's Speed Four is dirt-cheap and hellacious fun —but it's not exactly for newbies

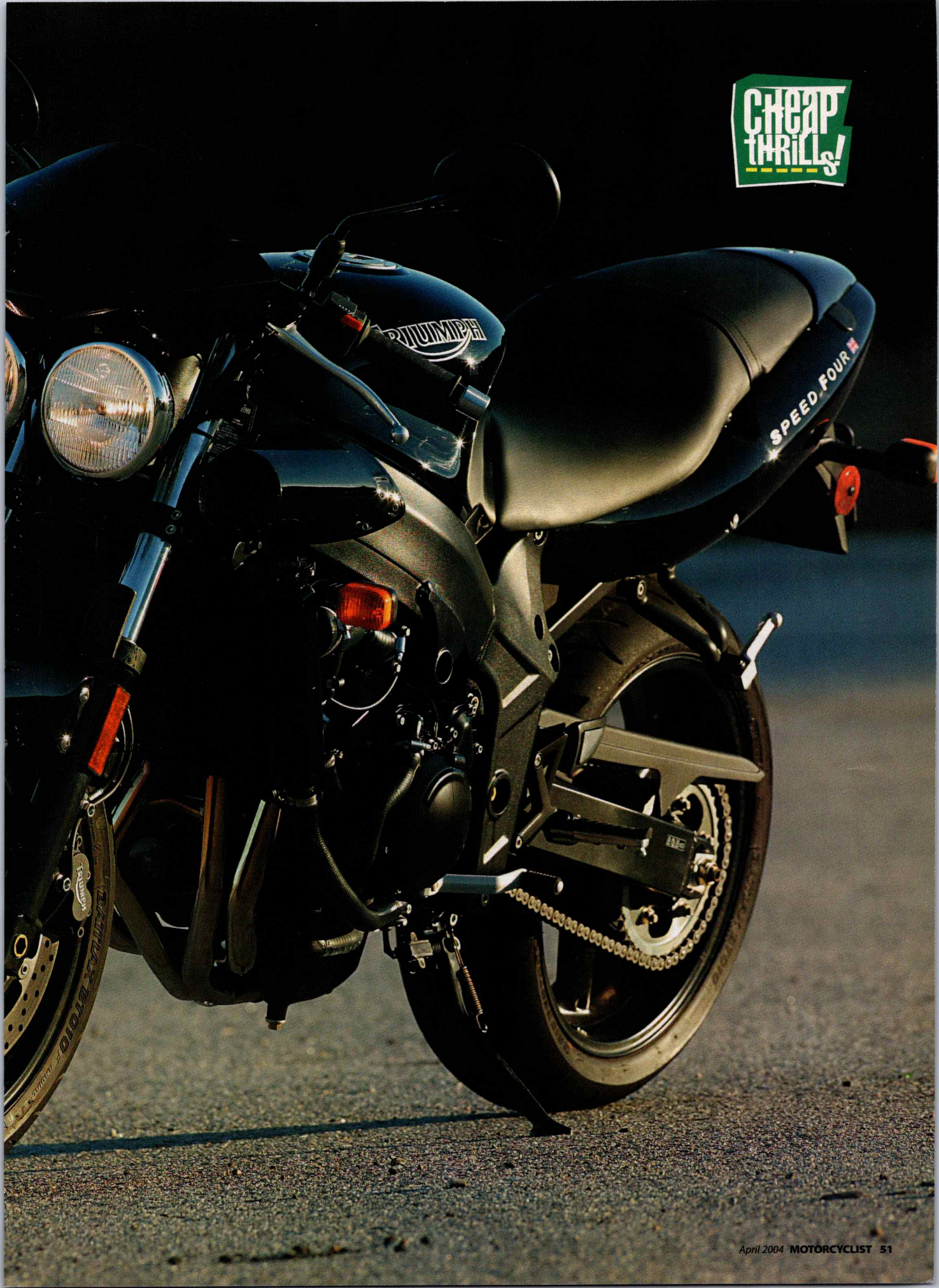
Photos by Kevin Wing

TRIUMPH'S JOHN BLOOR is known as a fiscal hard-ass. He flies economy class and expects underlings to do the same. The Hinckley factory is a fine example of efficient manufacturing, while the product line takes full advantage of economies of scale and parts commonality. And still we don't know how Triumph sells the Speed Four for a measly $6500. Honestly, we just can't see it.

Obviously someone inside Triumph knows how to rub a couple of shillings together, hence the ridiculously low price—nearly two grand off the original TT600's price and a thou down on the 2003's sticker. In fact, this bike was originally intended to go into "The $7000 Solution" (see page 34) because, well, it's about the same amount of money as the others. One problem surfaced about, oh, 500 yards into the test ride: In just about every performance category, the Speed Four obliterates the three budget blasters from Japan. Inadvertently, we'd dropped a Hollywood stunt double into a classroom of science nerds swooshing mock light sabers; it took all of five minutes to get their polyester-clad butts kicked.

We should have known. The Speed Four is basically the discontinued TT600 sans fairing and a nice ski vacation sliced off the sticker price. (It's very close to the Daytona 600 spec-wise, too.) A pair of goggle-eyed headlights and a mini-prow fairing from the Speed Triple were tacked on up front. Mechanically, the Speed Four gets a mild tweaking to improve midrange at the expense of top-end compared with the TT600. On our SuperFlow dyno, however, that boosted midrange failed to appear. Compared with an '02 TT600, the '04

Right: Basically a stripped-of-its-skin TT600, the Speed Four offers near-600 Supersport performance in an affordable ($6499) package. TT600-spec ergos minimize the bike's comfort level, though the cockpit (above left) is nicely appointed with techy, up-to-date instruments. Around-town and back-road performance is mostly stellar, which means this is a bike those on a steep learning curve won't tire of after a year of thrashing.


Cheap Thrills!
SPEED FOUR

Speed Four's torque trace showed a very minor advantage between 3500 and 4750 rpm and a brief, 4.1–foot-pound bump at 7500 rpm, but otherwise followed the TT's curve faithfully. Except at the top, of course, where the neutered Speed Four lies down; its peak of 88.5 horsepower is well down from the TT's 96.7.

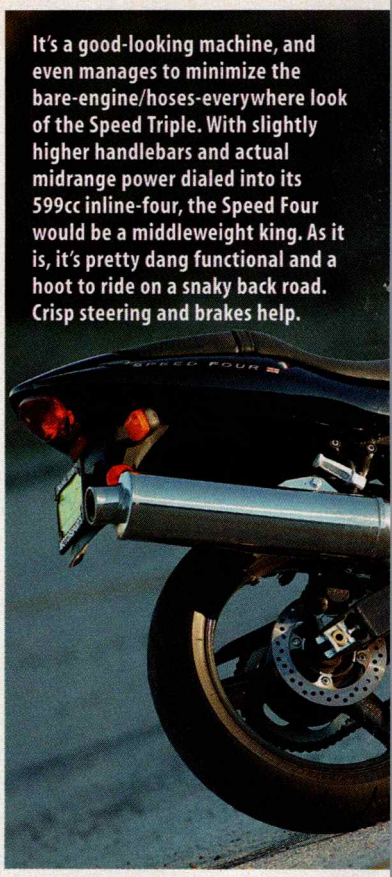
Unstrapped from the dyno, the Speed Four bounds back with more enthusiasm. The engine is fairly smooth at lower and higher revs—though it buzzes irritatingly between 5500 and about 8000, right where you ride most of the time—and feels plenty potent in the company of the low-buck bikes, with a pleasing willingness to rev and a hot soundtrack to boot. Triumph has finally licked 90 percent of the TT's fuel-injection demons; the Four feels fine when cold yet is slightly soggy off the bottom once hot. There's still some abruptness right off idle—magnified by quite a bit of driveline lash (much like the Yamaha FZ6).

All in all, the Speed Four feels like what it is: A once-frontline sportbike recast as a semi-standard, weird-Harold naked bike.

Triumph wisely left the TT's chassis unaltered in the translation to the Speed Four, so it has by far the best—and most adjustable—suspension, an

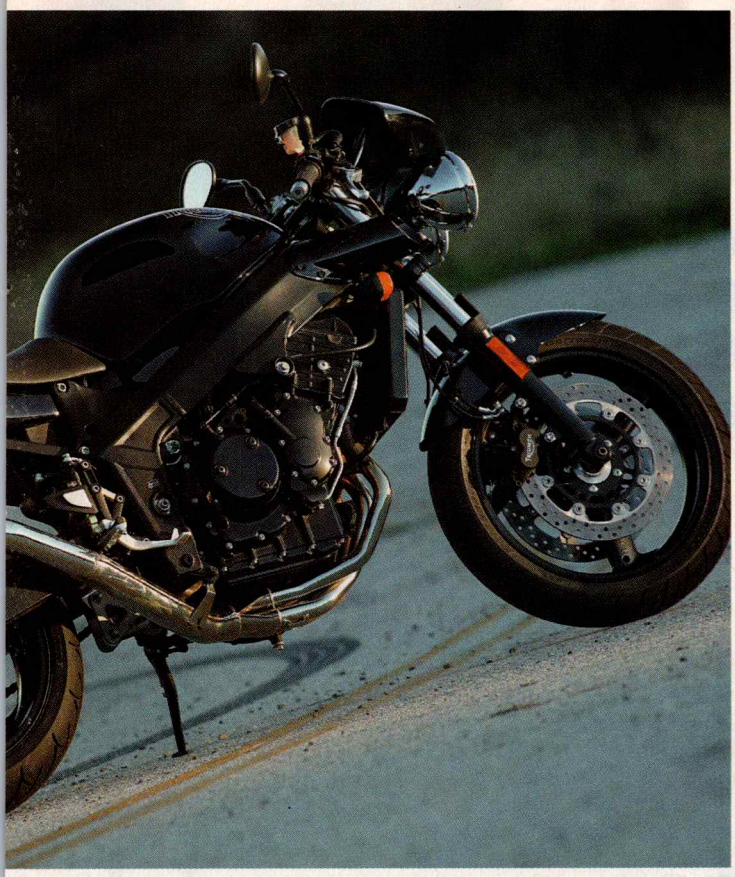
aluminum-cartridge KYB fork up front and a fully adjustable shock mated to the powder-coated alloy swingarm out back. The S4 also boasts the strongest brakes and sharpest handling of the similarly priced beaters. As on the TT, the Triumph's steering is light and accurate, giving you an honest read on what the excellent Bridgestone BT010 tires are doing. Although it's not a lightweight—at 446 pounds wet, it's the equal of the 599 and 17 pounds heavier than the SV650—the bike never feels ponderous. Perhaps in the same way that the 599 carries its weight in the right place, the Speed Four hides the heft with an ideal center of gravity and aggressive chassis geometry. And yet the Triumph never threatens to shake the narrow, angled-back clip-on bars from your grasp, even if you must traverse choppy pavement in the middle of a corner. Confidence oozes from the Speed Four.

The naked Brit thrills experienced pilots, but it isn't exactly a newbie-coddler. (We admit it; this is a difficult chore.) Compared with the others, the Triumph's suspension is firmly damped—it responds well to small imperfections, but the chassis does the usual sportbike hobbyhorse over larger whomps, such as you'd find on a concrete-block highway. As a result, the Four takes a bit of



It's a good-looking machine, and even manages to minimize the bare-engine/hoses-everywhere look of the Speed Triple. With slightly higher handlebars and actual midrange power dialed into its 599cc inline-four, the Speed Four would be a middleweight king. As it is, it's pretty dang functional and a hoot to ride on a snaky back road. Crisp steering and brakes help.

COBRA
Speedster exhaust also available in short version.
THE #1 SELLING EXHAUST THREE YEARS IN A ROW
BEAUTIFULLY MACHINED CHROMED BILLET END CAPS • COBRA POWERPORT FOR POWER FELT, NOT SEEN



aggression to make the chassis work best; it's not as happy pottering around at a five-tenths pace as, say, the Honda 599. Those powerful brakes are a bit too sharp for genuine beginners—and we wish the adjustable lever had more range closer to the bar, as we don't all wear size-XXL gloves. Primary ergonomics come from the previous school of sportbike standards—meaning they're amazingly comfortable compared with the smaller, lighter, tighter 600s of today—but are considerably more cramped and aggressive than the sit-up postures of the other three. In particular, the Speed Four is very tight betwixt seat and peg, challenging long-legged riders to find a comfortable perch. In truth, had the S4 more standard-like ergonomics—lower pegs, a Speed Triple–style tubular bar—we probably would have put it back into the main comparison, where we're absolutely certain it would have been the victor.

Even a hard-case like John Bloor would have smiled at that. MC

Triumph Speed Four

PRICE

MSRP	$6499

ENGINE

Type	l/c inline-four
Valve arrangement	dohc, 16v
Bore x stroke	68.0 x 41.3mm
Displacement	599cc
Compression ratio	12.5:1
Transmission	6-speed
Final drive	#525 chain

CHASSIS

Weight	446 lb. (wet) 418 lb. (fuel tank empty)
Fuel capacity	4.7 gal.
Rake/trail	24.6 deg./3.51 in. (89mm)
Wheelbase	54.9 in. (1394mm)
Seat height	32.0 in. (810mm)

SUSPENSION

Front	43mm cartridge fork adjustable for spring preload, compression and rebound damping
Rear	single shock, adjustable for spring preload, compression and rebound damping

PERFORMANCE

Horsepower	88.6 @ 12,500 rpm
Torque	41.6 ft.-lb. @ 10,250 rpm
Corrected 1/4-mile*	11.48 sec. @ 116.9 mph
0–60 mph	3.60 sec.
0–100 mph	8.36 sec.
Top-gear roll-on, 50–70 mph	4.64 sec.
Fuel mileage (low/high/average)	34/44/37

*Performance with test-session weather conditions corrected to sea-level standard conditions (59 degrees F, 29.92 in. of mercury)

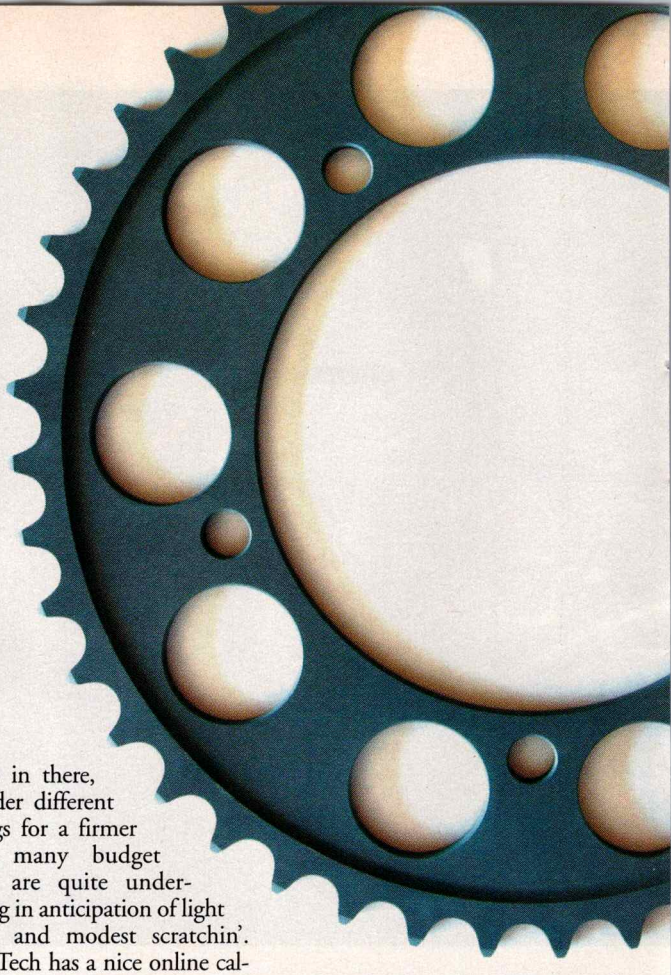
YOU GET WHAT YOU SEE—PLUS A TON OF EXTRAS YOU DON'T.

Cobra Speedsters. Smooth looks matched with legendary Cobra performance. With the new PowerPort System neatly tucked away, you get a horsepower punch similar to a 2-into-1 system. Cutting-edge 222° tip-to-tip heat shields are non-bluing. And beveled chromed-aluminum billet end caps give you style for miles. Only from Cobra. **Visit www.cobrausa.com or call 714-692-8180 for a catalog.**

COBRA

Cheap Tweaks

10 low-buck-to-no-buck tricks to help you cheapskates get more miles (and smiles) out of your ride



By Aaron P. Frank

TWEAK #1: Adjust your bike's suspension settings to your weight and riding style
COST: Zero (OK, maybe a beer for the friend who helps you do this)
BENEFIT: Improved ride quality and road-holding ability

Although many of us wish we weighed 150 pounds (the generic weight most manufacturers use to set stock suspensions), most of us fall to one side of that magic number, requiring a suspension adjustment to ensure that our bike handles properly. Bikes offer varying amounts of adjustability, but most at least have preload adjustment for setting laden sag (the amount the suspension compresses under rider weight) to keep the suspension in the sweet spot during normal riding. The procedure goes like this: Take a measurement with the bike's suspension at full extension (topped out), and then another measurement with you aboard in full regalia. At the front, measure along a fork leg, and at the rear measure between the axle and some convenient bit of bodywork directly above the axle line. The difference in distance from topped-out to laden (by the rider) is the sag. You're shooting for 25mm to 35mm—less for sportier handling, more for increased comfort. Sophisticated bikes also offer adjustments for rebound and/or compression damping. Check your owner's manual for how to make the changes and what the baseline settings should be. Make one change at a time and stop fiddling when the bike feels good to you.

TWEAK #2: Fork upgrades such as Cartridge Emulators from Race Tech, stiffer springs
COST: $100–$180
BENEFIT: Optimized suspension performance calibrated specifically to your riding style

The biggest performance handicap on a budget bike? Probably the bargain-basement damper-rod forks, such as those fitted to the 599, FZ6 and SV650 and most other low- to midpriced motorcycles. Because of compromises, they can be harsh over small bumps yet too soft when confronted with big hits. There is cheap help, though; scratch together 150-odd buckaroos for a set of Race Tech's Gold Valve Cartridge Emulators, tunable valves that make a damper-rod fork act like a shim-equipped cartridge fork. Installing emulators calls for complete fork disassembly—you must enlarge the old compression-damping holes (negating their effect) and may have to cut new preload spacers. While you're in there, consider different springs for a firmer ride; many budget bikes are quite undersprung in anticipation of light riders and modest scratchin'. Race Tech has a nice online calculator (www.racetech.com) to help you find the proper spring rates.

TWEAK #3: Upgraded brake pads and lines
COST: $30–$50 (pads, per pair), $80–$100 (lines)
BENEFIT: Improved brake feel, less fade, shorter stopping distances

Each year more new bikes arrive from the factory with HH-rated pads and braided stainless steel "hard" brake lines for optimum braking performance. Braided stainless steel or Kevlar-sheathed Teflon lines resist deformation under system pressure for quicker braking response and firm, mush-free lever feel. If your bike isn't already equipped with these, make the upgrade. Quality aftermarket pads use specially formulated compounds to better bite rotors and hold on longer with less fade. If less than 2mm of your existing pad material remains or the pads are worn past the groove in the face, chuck 'em and get good ones. And don't forget to flush and replace the fluid while you're at it. You'll be amazed at the improvement.

TWEAK #4: Wash and wax your bike
COST: Nada
BENEFIT: Looks better, lasts longer, helps you identify problems early before they become expensive nightmares

OK, so you have to pay for some soap and water, but you'd be surprised how far a regular wash and wax goes toward protecting your ride. Suds chase dirt and contaminants off—protecting paint from scratches and chrome and aluminum from discoloration and damage—and flush abrasive agents away from such sensitive surfaces as fork legs and swingarm pivots. A good wash and wax also lets you inspect your bike up close to catch any emergent mechanical maladies before they develop into serious problems. Things to keep an eye on while scrubbing: tire-tread wear, tire pressure, chain slack, sprocket wear, oil level, brake-pad thickness, brake mounting

Inside MOTORCYCLING
PRESENTED BY PARTS UNLIMITED
Watch Saturday mornings on Spike TV 10-10:30 (PST/EST)

www.afxhelmets.com
AFX
THE FIRST NAME IN HELMETS
HAVE YOUR DEALER CONTACT
PARTS UNLIMITED
www.parts-unlimited.com

bolts, axle adjusters and brake and shift linkages. Don't forget to give your chain a good shot of lube when you're done.

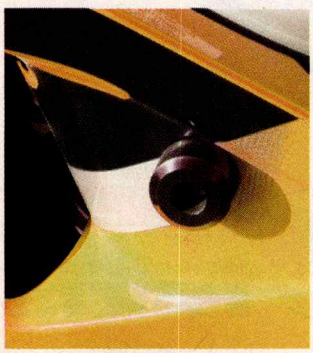
TWEAK #5: Replace your tires
COST: $200–$300
BENEFIT: Better traction, improved handling, safety

Nothing brings back that

new-bike feeling like new tires. Uneven wear (front-tire cupping, squaring off at the rear) means your tires can be junk well before you hit the wear bars. Even when you're not riding your bike, UV light can substantially reduce tire life, so you should replace your rubber every few years regardless of miles. Tire technology has made some radical advances in recent years; if you haven't had new skins since the 1990s you'll be amazed how much a new set will improve your bike's performance. Even sport-touring tires are sticky enough for aggressive street riders.

TWEAK #6: Frame sliders
COST: $50–$100
BENEFIT: Protect your plastic in the event of a tip-over

Conventional wisdom says sportbikes are so expensive to insure because they are so gawd-awful fast. This statement is partially true, but outrageous premiums are more often related to the fact that sportbikes are so easily damaged. Even dropping your bike in the garage can easily result in thousands of dollars of busted plastic and scratched paint—and a big insurance claim. The best insurance against this is bolting on a set of frame sliders: small plastic or metal bumpers that bolt to the motorcycle frame and save expensive fairing bits—and levers, pegs, turn signals, mirrors, anything else that sticks out—from being fouled in a tip-over or crash. Plenty of colors, shapes and sizes are available (even some that light up!), and every last one is cheaper than even one piece of OEM plastic.

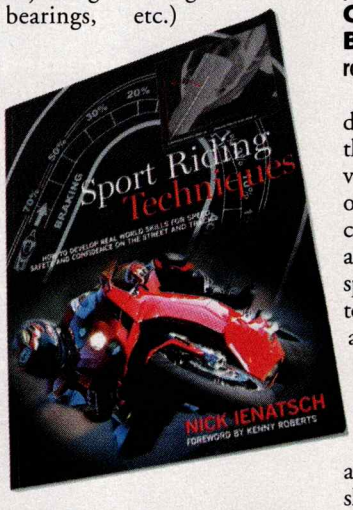


TWEAK #7: Regear your motorcycle
COST: $20–$100
BENEFIT: A cheap way to quicker acceleration

Explained in detail in our June 2003 issue ("Torque Is Cheap," page 134), shortening your bike's overall gearing can be an easy and inexpensive path to quicker acceleration. This change will come at the expense of a bit of top speed, but what's more routine—trying to outrun an SUV bumbling into your lane or trying to nudge the needle over 170 mph? (We thought so.) A slight change—down one tooth on the countershaft sprocket or up three on the rear sprocket—can often be made without lengthening or replacing the chain, but consider springing for a new chain anyway; a worn chain can greatly accelerate wear on your nice new sprocket. This mod does come with some hidden costs: Your engine will spin faster in any given gear, which can increase vibration, and if your bike's speedo pickup is on the transmission or countershaft sprocket, accuracy will be affected. But if you're looking for the cheapest and easiest path to faster acceleration, regearing is hard to beat.

TWEAK #8: Read a book
COST: $20–$40 (less if you're nice to the librarian)
BENEFIT: Become a better rider, wrench, or both

We're always extolling the virtues of attending advanced riding schools, such as the California Superbike School or CLASS, but let's face it—with entry fees of several hundred dollars, these are hardly low-buck ventures. Although it's no replacement for real-time, one-on-one instruction from acknowledged experts, reading a good riding-skills handbook like Nick Ienatsch's *Sport Riding Techniques* ($24.95 from David Bull Publishing, www.bullpublishing.com, 800/831-1758) can teach you an awful lot of valuable riding techniques you can practice on your own each time you ride. Similarly, a good maintenance manual to guide you through simple maintenance procedures (replacing fork seals, adjusting steering-head bearings, etc.)



can deliver you from $70-per-hour dealer labor rates. On this front, Mark Zimmerman's excellent, 255-page, full-color *The Essential Guide to Motorcycle Maintenance* ($29.95, Whitehorse Press, www.whitehorsepress.com) is the best one we've seen yet.

TWEAK #9: Replace your helmet
COST: $150–$500
BENEFIT: Cooler, quieter, more comfort—and cranium protection, too

Helmet manufacturers recommend replacing your helmet at least every four years regardless of appearance—the integrity of the protective polystyrene inner lining, it seems, degrades with exposure to the atmosphere and UV rays. Helmets also start fitting funkily as the inner resilient liner compresses with use, not to mention a different sort of funk from the hours of close contact with your sweaty scalp. Do yourself a favor and upgrade your headgear to a more modern piece. Like tires, helmets have made startling advances in the past few years, with space-age shell materials making them lighter than ever. With improved ventilation and sound deadening, even today's budget lids send yesterday's top-line buckets to the wastebasket. There is no piece of motorcycle gear you are more intimate with, and none more directly related to your safety and comfort. A good helmet is money well spent.

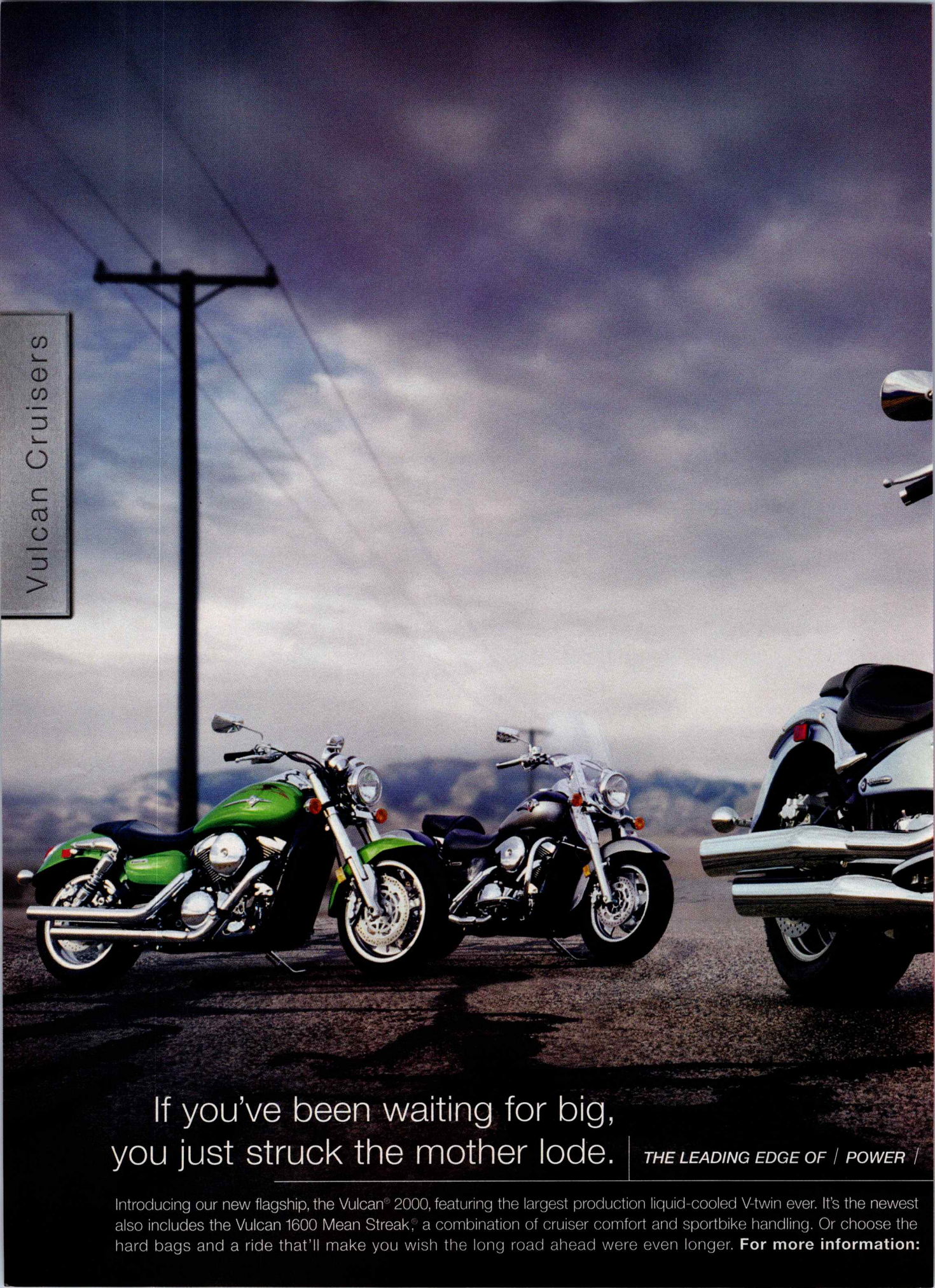
TWEAK #10: Antifog for pennies a day
COST: Zip–$24
BENEFIT: No more vision-robbing vapor

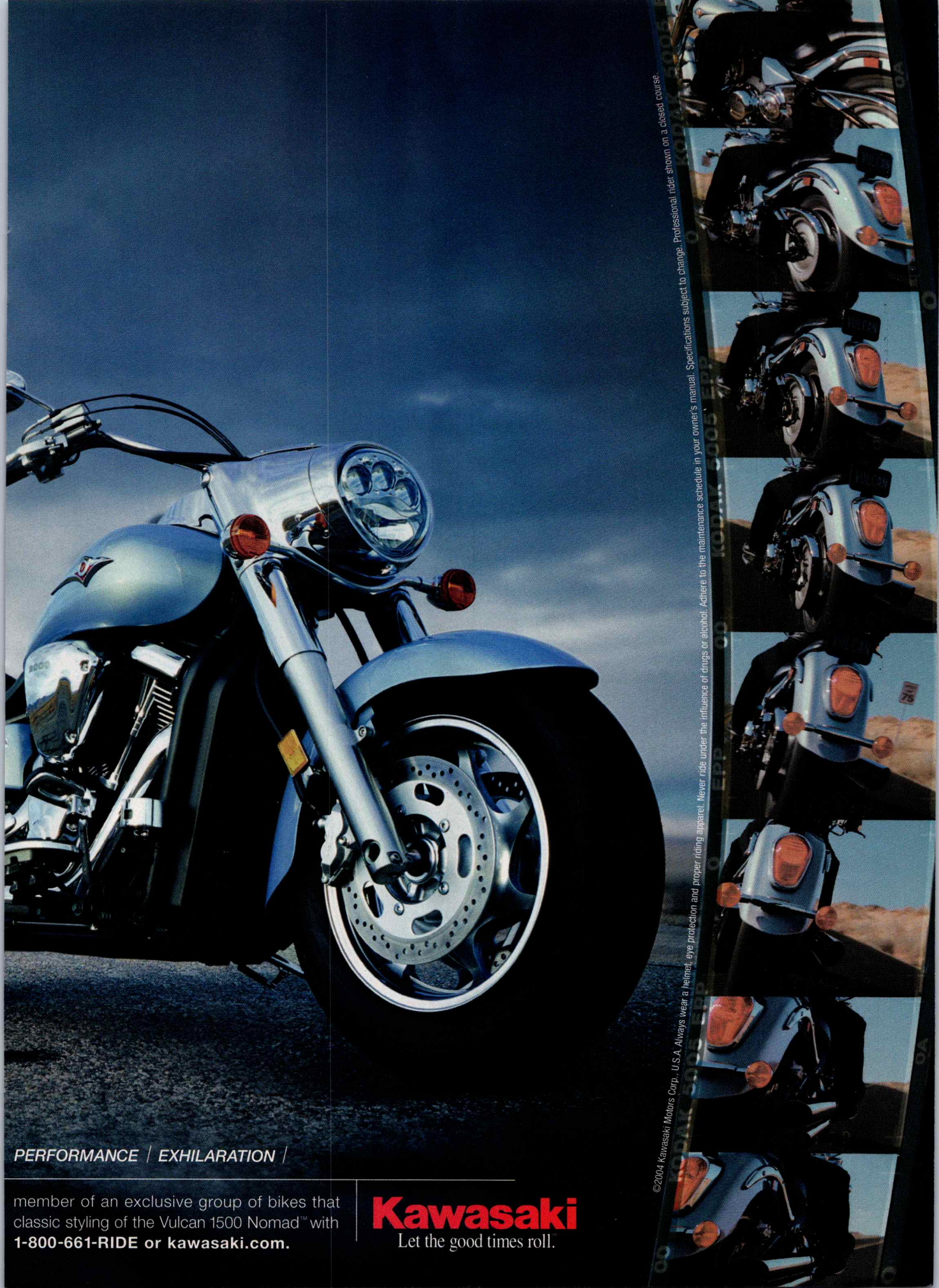
Steal a trick from our scuba-diving friends: Once you get that new helmet, pull off the visor and spit all over the inside of it. Wipe the saliva off with a clean, soft rag and *voilà*, instant antifog coating! Don't like the spit smell? Shaving cream or toothpaste rubbed on the visor and wiped off has a similar no-buck antifog effect. If you absolutely have to spend money, a variety of inexpensive antifog solutions are available at most decent bike shops—our favorite is the oddly named but highly effective Cat Crap (www.catcrap.com) for a measly $3.99. Big spenders should check out Fog City Pro Shield's antifog shield inserts (www.modernworld.com), which sell for $17 (tinted) or $30 (photosensitive). All are cheap, effective and loads safer than stuffing your fingers up behind the chin bar to wipe the shield on the road.

BONUS TWEAK: Ride your bike
COST: Nothin' but fuel
BENEFIT: Keeps your bike working well, improves your 'tude

Just like the human body, your motorcycle responds favorably to regular exercise to keep the carbs from clogging, the tires from calcifying, the battery from prematurely discharging, the cylinder walls from corroding, and any other myriad minor maladies from afflicting seldom-used streetbikes. Do yourself and your bike a huge favor and go ride the wheels off it. That's our best advice yet. MC

Jamie Hacking
2003 AMA Supersport Champion
Before the last AMA Supersport race of 2003, Jamie Hacking was exactly where he wanted to be: up front. Hacking carved out the points lead by winning more races than anyone else. And by season's end, he had his first National title and Yamaha had a 1-2 class sweep with Damon Buckmaster in second aboard another factory Yamaha R6.
Dunlop knows all about leading from the front. Since the inception of the 600 Supersport class, Dunlop has won every single championship—17 in a row, with the D208 capping a long list of winning Dunlop tires. So lead from the front. Dunlop.
D208ZR
For more Dunlop tire information go to
www.dunlopmotorcycle.com
or call (800) 845-8378. ©2003 Dunlop Tires.
DUNLOP
ACCELERATE YOUR SOUL


Vulcan Cruisers
If you've been waiting for big,
you just struck the mother lode.
THE LEADING EDGE OF / POWER /
Introducing our new flagship, the Vulcan® 2000, featuring the largest production liquid-cooled V-twin ever. It's the newest also includes the Vulcan 1600 Mean Streak,® a combination of cruiser comfort and sportbike handling. Or choose the hard bags and a ride that'll make you wish the long road ahead were even longer. For more information:


PERFORMANCE / EXHILARATION /
member of an exclusive group of bikes that classic styling of the Vulcan 1500 Nomad™ with
1-800-661-RIDE or kawasaki.com.
Kawasaki
Let the good times roll.
©2004 Kawasaki Motors Corp., U.S.A. Always wear a helmet, eye protection and proper riding apparel. Never ride under the influence of drugs or alcohol. Adhere to the maintenance schedule in your owner's manual. Specifications subject to change. Professional rider shown on a closed course.

CHEAP THRILLS!

2200 miles in 44 hours on a used —and reasonably cheap—Yamaha YZF-R1. We put the "Sore" in the Iron Butt Association's SaddleSore 2000

Yamahaulin'

By Aaron P. Frank

THERE ARE PLENTY OF HIGHLIGHTS ON the road between Los Angeles and Madison, Wisconsin: natural wonders like the Grand Canyon and man-made marvels like the Hoover Dam, quintessentially American cities such as Las Vegas and Denver, a dozen-odd national parks, even historic highways like Route 66 and the Pony Express Trail.

I saw none of this on my latest trip between these two cities. What did I see instead? An awful lot of gas-station bathrooms, usually late at night. A statistically improbable number of deer carcasses. An army of orange traffic barrels. And no less than three vehicles (none of these Jeeps, mind you) being operated with at least one door absent. I ate gas-station burritos for breakfast and ibuprofen for dinner, and I drank more Red Bull in two days than Eric Bostrom in two years. I felt my ass turn seven different shades of sore, rode until I couldn't pull in the clutch lever and killed more than 2200 miles in less than two days, all on a bike most consider inhumane for any trip longer than two hours.

Call it Ancient Japanese Sportbike Torture, only this was voluntary. It started a while back when I bought an "executive driven" (read: run-in on the dyno and flogged like a Tijuana taxi for 3000 miles) YZF-R1 from Yamaha's press pool—and balked at paying $600 to ship it from California to Wisconsin. Six bangers is a lot of money; at least three track days...um, I mean...at least two months of food on the family table. So I got an idea. I did some quick math (my first mistake; as an English major, numbers ain't my strong suit) and figured I could ride the bike back more cheaply (and more quickly) than shipping it. And maybe get a good story out of it, too.

So I pitched the idea to Boehm: I'd knock out an official Iron Butt Association SaddleSore 2000 on a superbike, sort of a single-serving Cannonball Run. None of this existential "inner journey mirrors outer journey" crap. Let's drown out that inner voice with loads of caffeine, speed and pain. (Never mind that the longest I'd ever ridden in one day was 600 miles, and it sucked. And that was on a proper touring bike. Details...)

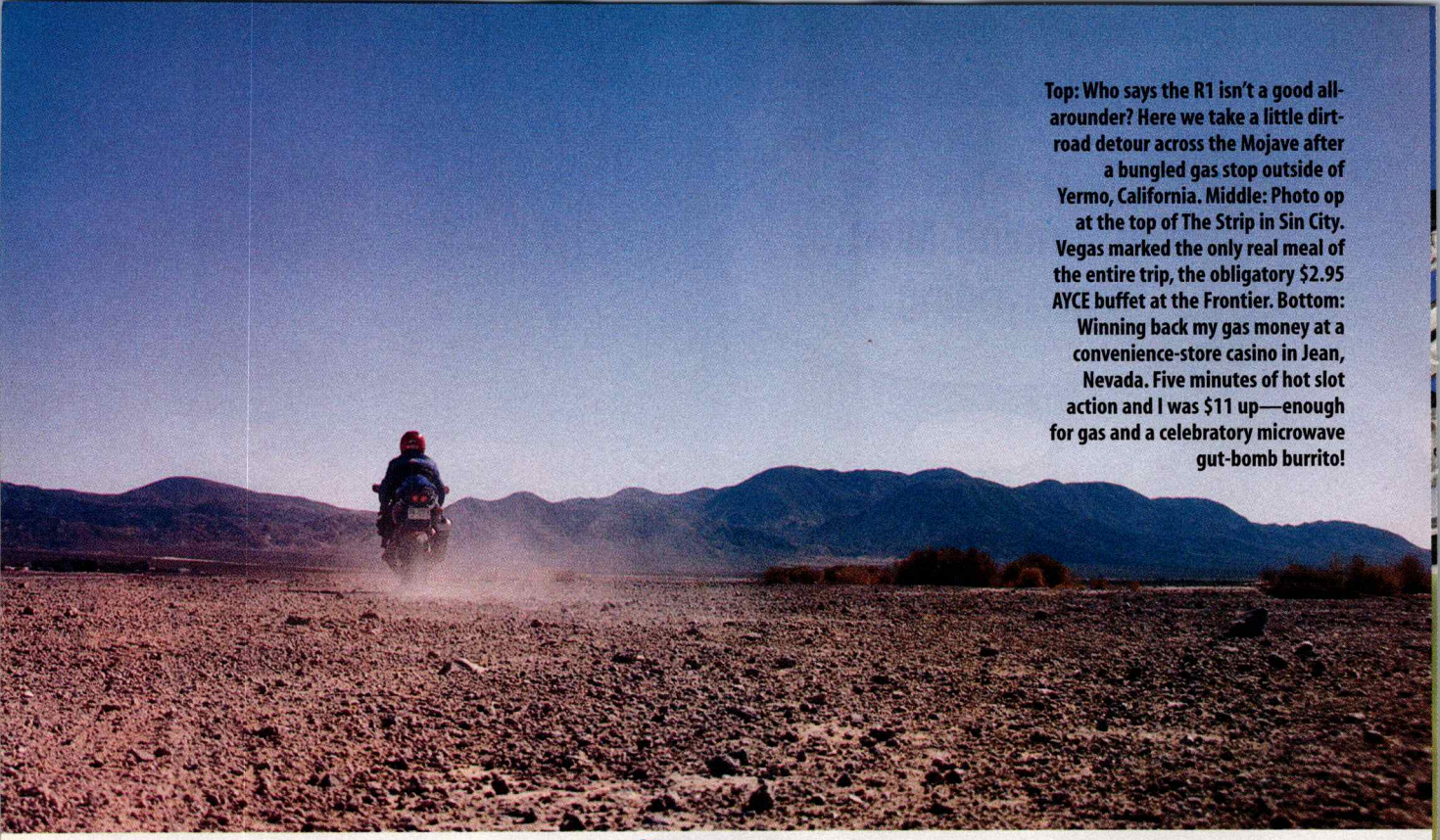
Of course, Boehm latched on immediately. It's not for nothing that they call him The Butcher.

A few days later I roared away from Huntington Beach, California, at 6:45 A.M. riding a fully loaded Yamaha R1. I arrived in Madison, Wisconsin, just 44.5 hours later. I spent 36.5 hours in the saddle, stopping only for an eight-hour power nap in Boulder, Colorado. Total distance traveled was 2202.7 miles, which, when divided by the 36.5-hour saddle time, yielded an average speed of 60.34 mph—including all gas and food stops, road construction, potty breaks and a one-hour spree on The Strip in Las Vegas for some hot slot-machine action (I left $7 up!). Here are the sordid details.

Don't...
stop...riding. Must...
keep...riding...

Top: The R1, loaded for bear, rolling out of Brad Banister's garage at 6 A.M. on a Sunday morning. Smiles were short-lived—seconds after the shot was snapped, we realized the battery was dead and my first Iron Butt attempt would begin under human power, with "Bad" Brad pushing me down the street in his slippers! Above: Feed the machine—my improvised version of an auxiliary fuel cell. Caffeine, Taurine....

BRIAN EBNER/OPTIC NERVE



Top: Who says the R1 isn't a good all-arounder? Here we take a little dirt-road detour across the Mojave after a bungled gas stop outside of Yermo, California. Middle: Photo op at the top of The Strip in Sin City. Vegas marked the only real meal of the entire trip, the obligatory $2.95 AYCE buffet at the Frontier. Bottom: Winning back my gas money at a convenience-store casino in Jean, Nevada. Five minutes of hot slot action and I was $11 up—enough for gas and a celebratory microwave gut-bomb burrito!

HUNTINGTON BEACH, CALIFORNIA. 6:45 A.M., MAY 12. 0 MILES

The actual trip started in the garage of Yamaha Press Manager Brad Banister. And it started ugly. Banister had been a willing accomplice from the beginning, "encouraging" me with the same sinister enthusiasm as Boehm. So far, Banister's "assistance" had consisted of selling me a euthanizer on wheels, picking me up at the airport and then trying to maim me with various motorcycles lurking in his garage. He finished my pre-ride prep by taking me "carbo-loading" at one of Newport Beach's finer establishments, then deposited me on his couch at 2:00 A.M., a mere four hours before my wake-up call. Thanks, buddy.

Wake-up came at 6:00 A.M. sharp, with Banister blaring the Dandy Warhols from the stereo and making schedule-1–strength coffee. Forty-five minutes later I was in the garage giving the bike one last check. It was an absolutely box-stock YZF-R1 that was, according to Banister, *Roadracing World's* former test bike, engine cases track-beveled for no charge.

Pre-ride prep was shamelessly brief. It consisted of attaching the battery lead for the electric vest, jacking tire pressure up to 42 psi (a futile attempt to make the shagged D207 on the back last to Wisconsin) and strapping on a tank and tail bag. I thumbed the starter and nothing happened. (Cue ominous sounds.) It seemed that when I had turned the key on several minutes earlier to activate the electric odometer and take a mileage reading, I'd left it on and ran the battery dead. My SaddleSore actually began under human power, with Banister pushing me down his cul-de-sac in his bedroom slippers.

YERMO, CALIFORNIA. 9:45 A.M., MAY 12. 140.9 MILES

Is it even possible to get a speeding ticket in California? Just how fast do you have to go? The posted limit on U.S. Interstate 15 is 70 mph. I had the needle pegged at a number that in Wisconsin would land you in the back seat of a Crown Victoria faster than a box-cutter at airport security, and I was still passed by every last minivan, SUV and trailer-towing duallie on the road. Heck, a clapped-out Suzuki Samurai, duct-taped ragtop flapping in the breeze, dusted me! I tucked a little tighter against the tank bag and fed my right fist, making time while I could.

LAS VEGAS, NEVADA. 11:45 A.M., MAY 12. 302.6 MILES

"Oooh, Las Vegas!" One of the three women (disturbingly teenish, I might mention) in a Jeep Cherokee that just passed flashed her breasts. See, it's true: Literbikes get chicks. Proceed to your local house of motorcycles immediately!

I very much enjoyed the deserted and arrow-straight Utah interstates, where short blasts up to utterly unpublishable speeds helped annihilate miles. Try that on your BMW or Honda sporty tourer, Mr. Iron Geek!

www.pirellidiablo.com

Illustration: D. Gaucher

HEAVEN.

"... I was thoroughly impressed with the Pirelli Diablos ... they felt almost like race tires. Except they heated up much faster and didn't go off. And are good for thousands of miles of riding on the street ... They really can do it all."
(ROADRACING WORLD, Feb. 2003)

The New Pirelli Diablo. Every Sport Bike Needs Divine Grip!

The Diablo utilizes the perfect blend of compound, tread pattern and tire shape to reward ANY sport rider with fantastic wet and dry performance.

- ICS (ideal contour shaping) rewards riders with light handling
- consistent performance over the life of the tire
- Confidence inspiring grip with excellent rider feedback

DIABLO
HELL FOR THE OTHERS.

P.O. Box 700 / Rome, GA 30162-7000 / T: 1.800.PIRELLI (747.3554)
www.us.pirellimoto.com

PIRELLI
POWER IS NOTHING WITHOUT CONTROL.

I couldn't feel the pegs with my feet, and I'd been banging clutchless upshifts for miles because my wrist was too stiff to pull in the clutch (though I'm not sure if this was from the cold or the YZF-R1's medieval bar placement).

JOSEPH, UTAH. 4:45 P.M., MAY 12. 583.1 MILES

In case you're wondering, the reserve-tank range on a YZF-R1 is 36.4 miles—exactly 36.4 miles. I was wondering about it for a while, and as the bike stalled out coasting down the exit ramp into dust-bowl Joseph, I knew it was true.

It turned out that 36.4 was the number I should have been running back in Las Vegas; Joseph was the first fuel stop in 75 miles and, well, hoofing 400-plus pounds of super-tourer over the Wasatch Plateau under my one measly manpower would hardly have been the way to commemorate the halfway point of my first 1000-mile day. What's that saying about the biker gods watching over fools and drunks? Count me among the former.

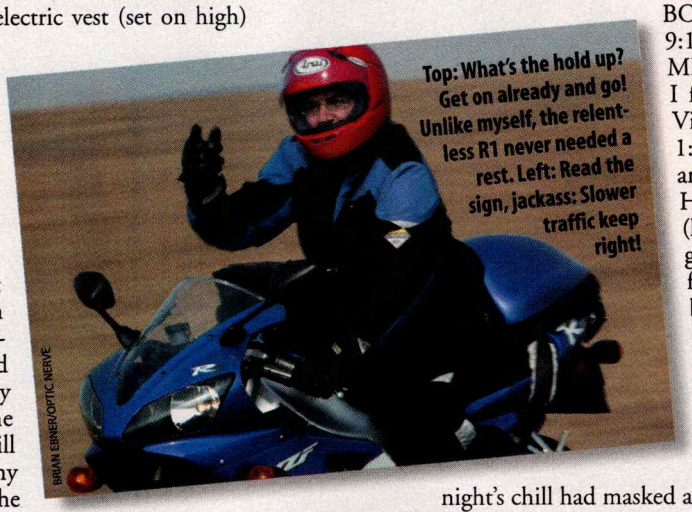
GREEN RIVER, UTAH. 6:45 P.M., MAY 12. 725.9 MILES

"Power corrupts—and horsepower corrupts absolutely." I ran across this quote from travel writer John Hillaby in, of all places, an article about walking in United's in-flight magazine. Truer words and blah, blah, blah, but I really enjoyed the bottomless pit of steaming horsepower they call the YZF-R1. It'll tug the slack out of your panties, as the man likes to say. I dug the nice, progressive power wheelies that pressed the tank bag into my chest down every freeway on-ramp, or even just rolling on in sixth and wallowing in booster-rocket thrust. Not bad for a touring bike. I also enjoyed those deserted and arrow-straight Utah interstates, where short blasts up to utterly unpublishable speeds helped annihilate miles. Try that on your BMW or Honda sporty tourer, Mr. Iron Geek!

AARON FRANK

PARACHUTE, COLORADO. 9:10 P.M., MAY 12. 879.7 MILES

Is there anything better than an electric vest (set on high) and a spotless faceshield? Actually, there are quite a few things—a big cup of coffee and a newspaper in bed on Sunday morning being two. But right there, pulling away from the Flying J in Parachute, 15 hours and 900 miles into the first day, jacked up on Red Bull and Powerbars, there was nothing that compared with that vest and clean shield. The road was approximately 4000 feet above sea level and beginning to climb into the Rocky Mountains; before I dug the Widder out of the tail pack the chill air did a hell-for-stiff number on my tired joints. But blasting off into the darkness with the vest slow-roasting my internal organs (and the bloody mayfly mess scraped from my shield), I was rockin' and rollin'.


BRIAN ESNER/OPTIC NERVE

Top: What's the hold up? Get on already and go! Unlike myself, the relentless R1 never needed a rest. Left: Read the sign, jackass: Slower traffic keep right!

SOMEWHERE IN THE ROCKY MOUNTAINS, COLORADO. MIDNIGHT, MAY 13. 1050.2 MILES

I was pretty sure I was nearing the Continental Divide, as I'd seen two polar bears standing on the glacier I'd passed a few miles back. My North Face zipper thermometer read 21 degrees, but methinks its little mercury heart was a tad optimistic. The uterine warmth of the vest had long since dissipated, and I had pulled over a few miles back to pile on every last bit of clothing I had—including a balaclava, extra-thick socks and winter touring gloves. This did nothing to positively affect my core temperature, only reducing my effective range of motion to that of a granite slab. I could no longer feel the pegs with my feet, and I'd been banging clutchless upshifts for miles because my wrist was too stiff to pull in the clutch (though I'm not sure if this was from the cold or the YZF-R1's medieval bar placement). I would have gone to a hotel, but I couldn't find one up here in above-the-tree-line hell; I couldn't even find a bathroom, and even if I could have, about the last thing I wanted to do was unzip and put a frozen perma-claw betwixt my legs. And I still had almost 100 cold, twisty miles to go.

I planned to be in Boulder by 8:00 P.M. Despite high speeds and Daytona pit-stop-style breaks, I was way off schedule. A thousand miles doesn't sound like much sitting on the couch at home. Heck, if I had Jay Leno's rocket bike and a long stretch of Southern Nevada–type interstate, I could knock it out in a few hours. But when (if) you actually do the math, you realize that averaging 100 mph, with no stops, you're going to be in the saddle for a full 10 hours. That's like watching the entire *Godfather* trilogy in one sitting, only less fun and barely (just barely) less profane and bloody. Riding like I was, averaging close to 65 mph, you're in the saddle nonstop for 16 hours. I couldn't wait to do it all over again tomorrow.

BOULDER, COLORADO. 9:15 A.M., MAY 13. 1111.1 MILES

I finally made it to my friend Victoria's house in Boulder at 1:00 A.M., more than 18 hours and 1100 miles after leaving Huntington Beach. I crashed (literally) in her spare room, gobbled down all her ibuprofen and vitamin E and was back on the road eight hours later. Shortest nap I'd ever taken, and I felt none too good about it.

My hands and feet had thawed, but I wasn't sure if this was a good thing. Last night's chill had masked a lot of transient joint hell and generalized muscle ache. And my ass... Might as well slap a Ducati sticker on it, it was so red. Had I actually ridden this bike yesterday, or was I dragged behind it? Shoulda got that FZ1, my body screamed, or why not a Royal Star Venture—with a stereo! Hell, screw motorcycles; I would've cashed it all in right then for a Geo Metro from the local Rent-a-Wreck.

Actually, all things considered, a bone-stock YZF-R1 made a surprisingly capable sport-touring mount; hey, I was 1100 miles

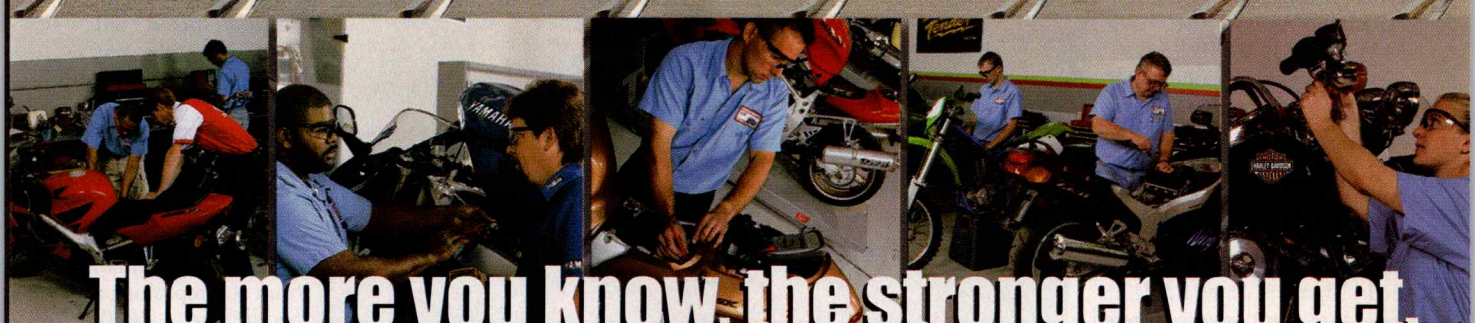
FOR A CAREER SET IN STEEL

MMI

MOTORCYCLE MECHANICS INSTITUTE

A Division of Clinton Technical Institute

HONDA · YAMAHA · SUZUKI · Kawasaki · HARLEY-DAVIDSON MOTOR CYCLES



The more you know, the stronger you get.

Motorcycle Mechanics Institute offers manufacturer specific training endorsed and supported by 5 major companies.

- Hands-on Training
- Manufacturer Supported Training Facilities
- Financial Aid to those who qualify
- Nationwide Graduate Employment Assistance
- Housing Assistance available

www.uticorp.com

Call Toll Free

1-800-528-7995

Arizona Campus – *MMI Main Campus:* 2844 W. Deer Valley Road / Phoenix, AZ 85027

Florida Campus - *A Branch Location of the Arizona Main Campus:* 9751 Delegates Dr., Orlando, FL 32837

MC 0103

Yes! ***Send me more information.***

Name _____

Address _____

City _____

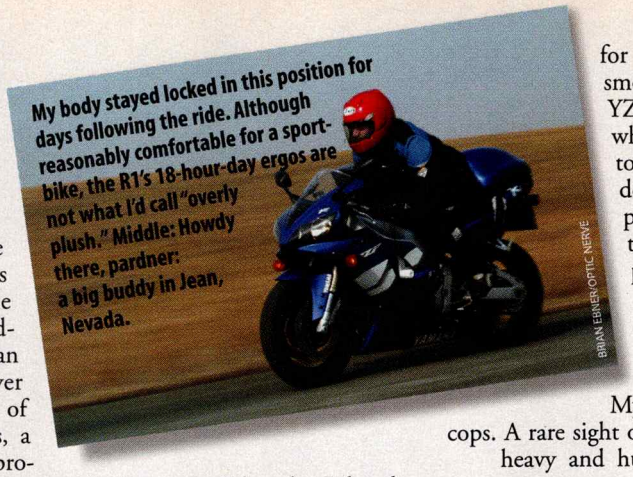
State _____ Zip _____

Phone (_____) _____ Age _____

☐ Financial Aid Info ☐ VA Info ☐ Arizona ☐ Florida

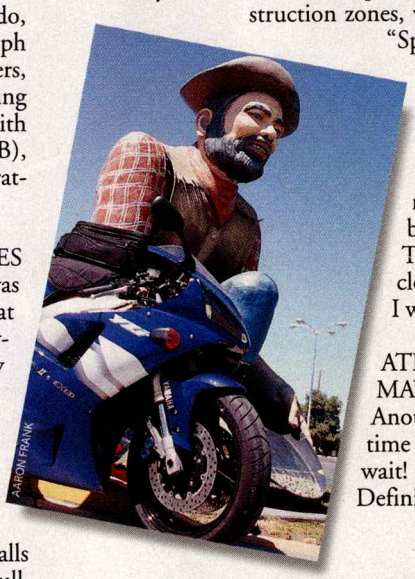
deep and still going.

Still, there were a few features my R1 desperately needed: a Euro-style finger trigger to flash the lights for passing, bar risers, an aftermarket saddle (heated, as long as I was dreaming), a Double Bubble–type windscreen, a throttle lock, an on-board MP3 player packed with Queens of the Stone Age albums, a GPS with a special program to help me locate an open bathroom in Edwards, Colorado, at midnight, bar risers, a morphine drip, a sleeping cabin, a morph button that would transform the R1 into a Gold Wing, bar risers, a Kevlar-sheathed, anti-flat-spot rear tire, stealth-radar-deflecting paint, and don't even get me started on my perfect helmet, with its electromagnetic antibug face-shield buffer (EMABFB), inboard snot trough and intermittent lip-balm mister incorporated into the chin bar. Are you listening, Arai?

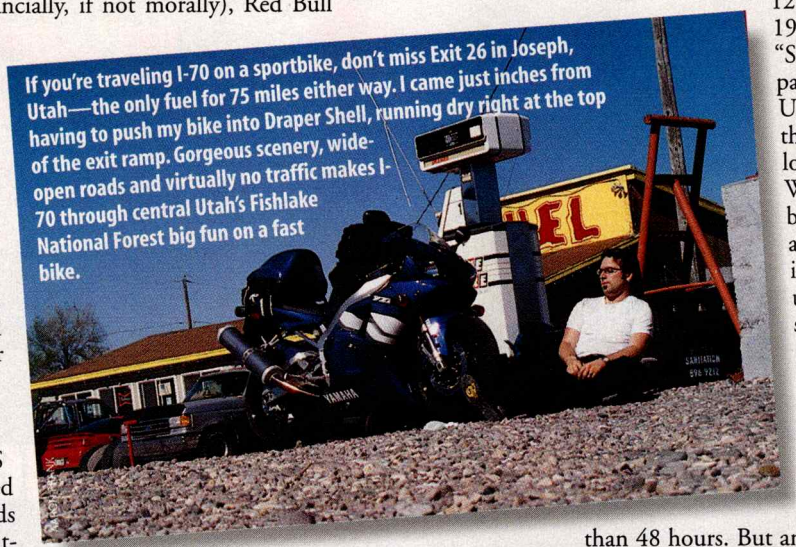

BRIAN EBERLY/OPTIC NERVE

My body stayed locked in this position for days following the ride. Although reasonably comfortable for a sportbike, the R1's 18-hour-day ergos are not what I'd call "overly plush." Middle: Howdy there, pardner: a big buddy in Jean, Nevada.

CROOK, COLORADO. 11:30 A.M., MAY 13. 1282.5 MILES
The name of the town was not insignificant, as it appeared I was now some brand of fugitive on the run. After being shut out at two gas stations in a row, I called up Visa and listened to honey-voiced Quinn tell me my credit card had been temporarily deactivated following "suspicious activity" that suggested a "stolen or otherwise misappropriated credit card." Suspicious activity…if she only knew. Between the speed-checking aircraft, gas-station security cameras and brief-but-dynamic exchange of gestures with some truckers back in a construction zone near Brush, I was surprised my driving privileges weren't temporarily deactivated. Anyway, a few more quick calls and credit was reinstated (financially, if not morally), Red Bull was procured and forward progress, at a rapid clip and in an easterly direction, was restored.


AARON FRANK

GOTHENBERG, NEBRASKA. 2:50 P.M., MAY 13. 1436.9 MILES
Hey, another SUV came up on my left side with another young hottie giving me the eye. Oops, my bad—old enough to call "Gram." Better stop for more caffeine.


If you're traveling I-70 on a sportbike, don't miss Exit 26 in Joseph, Utah—the only fuel for 75 miles either way. I came just inches from having to push my bike into Draper Shell, running dry right at the top of the exit ramp. Gorgeous scenery, wide-open roads and virtually no traffic makes I-70 through central Utah's Fishlake National Forest big fun on a fast bike.

WACO, NEBRASKA. 5:15 P.M., MAY 13. 1593.1 MILES
Two sure signs you've entered the Great Midwest: bad roads and bad cops. One of the greatest distinctions of roadways west of the Continental Divide (aside from the utter lack of any respect for the posted speed limit) is their uncanny smoothness—so much that even a track-ready YZF-R1 feels Lincoln Continental–plush. But what felt yesterday like plush suspension was today a Radio Flyer wagon ridden bare-assed down a ski slope. Frost heaves, tar snakes and potholes big enough to host their own ecosystems brutalized my lower back and hampered progress. I might have considered pulling over to futz with the suspension settings if only the clip-ons-cum-wrist eviscerators hadn't banished all semblance of fine motor control from my fingertips.

My forward progress was also being killed by cops. A rare sight on yesterday's route, cops in the Midwest were heavy and humorless, especially in the ever-present construction zones, where huge placards warned, "Speeding Fines Double in Construction Zones." Yesterday the digital speedo seemed stuck at 95 mph; today it rarely exceeded 75 mph and all too frequently read 45 mph in bumper-to-bumper, single-lane zones. This slowdown showed on the clock—dinnertime already and I was still 500 miles from home.

ATLANTIC, IOWA. 7:45 P.M., MAY 13. 1758.4 MILES
Another great-looking girl, this time in a Chevrolet Cavalier—wait! That was a cocker spaniel! Definitely time for a rest.

WATERLOO, IOWA. 12:00 A.M., MAY 14. 1998 MILES
"Son of a bitch!" I was parked on the edge of U.S. Interstate 380 at the top of a long hill looking at the lights of Waterloo spread out before me. I was almost crying, and trying hard to resist the urge to give my expensive helmet a good pavement bounce. I looked at the odometer and noticed I was just two short miles from accomplishing a SaddleSore 2000: 2000 miles in less than 48 hours. But any satisfaction was bittersweet, as it was midnight again, freezing cold, and I was still 200 miles from home. What was worse, I had taken a wrong turn

Between the speed-checking aircraft, gas-station security cameras and brief-but-dynamic exchange of gestures with some truckers back in a construction zone near Brush, I was surprised my driving privileges hadn't been "temporarily deactivated."

IT'S WON

THE MOTOGP

CHAMPIONSHIP

EVERY YEAR

IT'S RACED.

THE ALL-NEW CBR1000RR

In two years, the Honda RC211V™ won almost every race of the MotoGP series—2
starts. As well as back-to-back championships. It's passed everything in the world. N
its DNA to the all-new CBR®1000RR and its little brother, the CBR600RR. The RC211

NOW SAY HELL

29 victories in 32
ow it's passing on
V showed us how

to centralize mass for better handling. So both the RRs have ultra-compact engines and centrally located fuel tanks. We lifted their lightweight twin-spar aluminum frame design from the RC211V, then fine-tuned them to sharpen handling. You can see the RC211V's influence in the RRs' swingarms. The

RC211V. THE MOTHER

In two years, the Honda RC211V won almost every race of the MotoGP series — 29 victories in 32 starts.

OF ALL SPORTBIKES.

As well as back-to-back championships. It's passed everything in the world. Now it's passing on its DNA.

O TO THE KIDS.

CBR1000RR uses an aluminum-hybrid design that's the longest in the class for better traction under hard acceleration. But the biggest advance has to be our radical new Unit Pro-Link® rear suspension, created specifically for the RC211V. This design eliminates the frame mount at the top of the shock and moves it to the swingarr multi-million dolla them in AMA ro

m itself so negative energy never gets transmitted to the frame. Why did we put so much
ar MotoGP technology into two street-legal sportbikes? Because we'll be campaigning
adracing events all across the country. And this family loves to win, just like you do.

THE 2004 CBR600RR

CBR1000RR

RC211V Technology & Inspiration

All-new twin-spar aluminum frame

Aluminum-hybrid swingarm

Unit Pro-Link rear suspension

Center-up exhaust system

Dual Stage Fuel Injection with two injectors per cylinder

Mass centralized design featuring more compact engine, cassette-type six-speed transmission and centrally located fuel tank

Honda Innovation

All-new liquid-cooled 998cc inline four-cylinder engine

Sixteen-valve cylinder head

Lightweight nutless connecting rods

Forged aluminum pistons with moly surface treatment for reduced friction

Sintered aluminum/ceramic composite cylinder sleeves

Race-spec radiator with 41% greater volume than the CBR954RR

High-volume ram-air system generates incredible performance

Four-piston radial-mounted front brake system

Honda Electronic Steering Damper adjusts steering damping based on road speed to provide high-speed performance while maintaining low-speed handling

Right side starter gear for increased lean angle

Colors

Black, Red/Black, Metallic Silver/Black

CBR600RR

RC211V Technology & Inspiration

Twin-spar aluminum frame

Aluminum swingarm

Unit Pro-Link rear suspension

Center-up exhaust system

Dual Stage Fuel Injection with two injectors per cylinder

Mass centralized design with more compact engine and centrally located fuel tank

Honda Innovation

Liquid-cooled 599cc inline four-cylinder engine

Sixteen-valve cylinder head

High-revving engine has 15,000-rpm redline

Huge 15-liter airbox for improved performance

Twin four-piston front brake calipers

Two-stage ram-air system for linear power delivery

Right side starter gear for increased lean angle

Colors

Red/Black, Black/Silver, Candy Blue

HONDA

PERFORMANCE FIRST™

honda.com ALWAYS WEAR A HELMET, EYE PROTECTION AND PROTECTIVE CLOTHING. NEVER RIDE UNDER THE INFLUENCE OF DRUGS OR ALCOHOL, AND NEVER USE THE STREET AS A RACETRACK. PLEASE READ OUR SAFETY MESSAGE FOUND ELSEWHERE IN THIS MAGAZINE. CBR1000RR available Spring 2004. RC211V not for sale. Specifications and availability subject to change without notice. California versions may differ slightly due to emissions equipment. When you buy a new CBR1000RR or CBR600RR before December 31, 2004, you'll receive a complimentary membership in the Honda Rider's Club of America,™ entitling you to reimbursement for MSF rider training. See your Honda Dealer for complete program details. For a free brochure, see your Honda Dealer or write: American Honda, P.O. Box 3976, Gardena, CA 90247. RC211V,™ CBR,® Pro Link,® Performance First™ and Honda Rider's Club of America™ are trademarks of Honda Motor Co., Ltd. ©2004 American Honda Motor Co., Inc. (2/04)

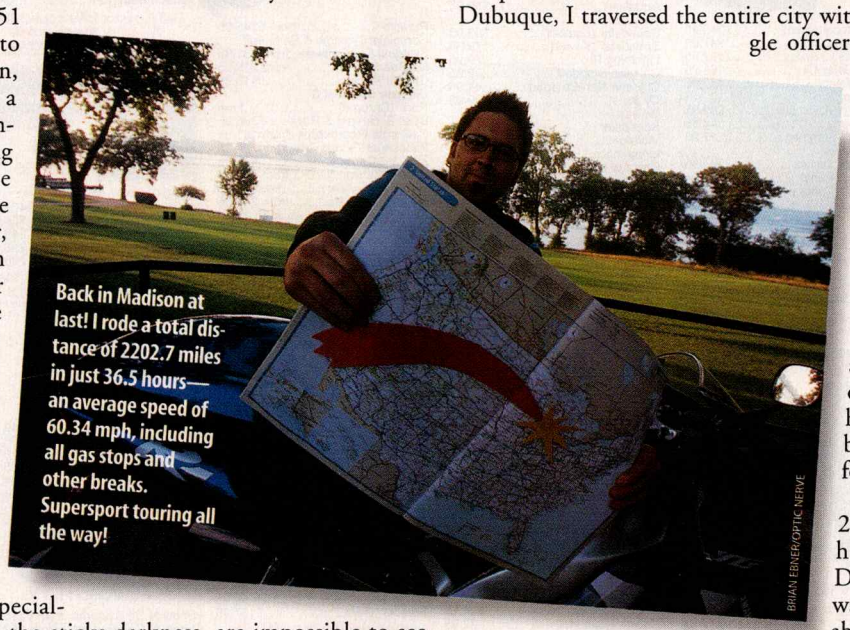
I guess there was something suspicious about a guy on a fully loaded YZF-R1 trolling residential streets in Dubuque in first gear at 1:30 A.M., because I noticed a City of Dubuque police cruiser tailing me a half-block back.

a few miles back and was now about 75 miles (one way) off course. I had checked the map at the last gas stop in Williamsburg and memorized my directions (it was too dark to read the map): 16 miles north on I-380, then 65 miles east on U.S. Route 151. But somehow I'd transposed the numbers in my head and went 65 miles on I-380 in the wrong direction! Instead of being home at 12:30 A.M., I was looking forward to two more hours on the road. Addendum to the list of items my YZF-R1 absolutely must have: triple-clamp–mounted map light.

DUBUQUE, IOWA. 1:20 A.M., MAY 14. 2103.5 MILES

It was raining, the first moisture of the trip. Trying to get from U.S. Route 20 on one side of Dubuque to U.S. 151 on the other without a map, I got hopelessly lost. And I guess there was something suspicious about a guy on a fully loaded YZF-R1 trolling residential streets in first gear at 1:30 A.M. because I noticed a City of Dubuque police cruiser tailing me a half-block back. I paid special attention to speed and proper turn-signal use, and tried not to let my shaking-from-cold-and-fatigue upper body make the bike wobble in its lane too much. I considered stopping for a moment to ask the cop for directions but didn't—I didn't want to waste any time with what I'm sure would've been a variety of interesting questions from said officer of the law. All I could think about was getting home.

The cop finally left me alone when I hit the on-ramp for U.S. 151. I blasted across the big bridge over the Mississippi River and found myself back in Wisconsin—some two hours later than planned. For the first time since I started riding almost two days ago in California, I found myself on a two-lane road. U.S. 151 from Platteville to Dodgeville, Wisconsin, was about as fun as a numbered state highway can get, bobbing up and down the bluffs overlooking the Mississippi River, tempting me with sweeper after sweeper arcing around the base of the bluffs. It's the kind of road that is great fun early in the morning before traffic picks up. But come too early—say, 1:20 A.M., for example—and many of the rises are blind, and the sweeping corners, especially in the inky, out-in-the-sticks darkness, are impossible to see through. This, and the ever-present specter of a white-tailed deer wandering into my single-track path, had me riding well below the posted limit of 65 mph.



Back in Madison at last! I rode a total distance of 2202.7 miles in just 36.5 hours—an average speed of 60.34 mph, including all gas stops and other breaks. Supersport touring all the way!

BRIAN EBNER/OPTIC NERVE

I'd felt a lot of sensations over the course of this trip—most notably pain (from the damnable clip-ons and ass-paralyzer of a seat) and anxiety (frequently sighting cops while in flagrant disobedience of the posted speed limit)—but I hadn't yet felt really tired or unsafe. There was something about the constant stimulus that came with riding on the outside of my vehicle that kept me uncommonly alert. Until now, that is. The rising challenge of this two-lane road, the late hour and the intermittent rain allowed two days of successfully repressed fatigue and exhaustion to sweep over me. Visual hallucinations—flashes of light on the periphery and imagined obstacles—began to appear.

After a few minutes I noticed an interesting pattern. Two hallucinations dominated: phantom police cars in the median and iridescent eyeballs in the underbrush, signaling a deer about to leap. My two greatest fears were tickets (male, less than 30 years old—insuring a literbike, need I say more?) and deer collisions, and my brain played these fears against me in a desperate attempt to keep alert. The pattern was this: I droned along relentlessly, using every last ounce of remaining brainpower to stay on task. Inevitably I tired and began to lose concentration. My brain responded to this threat by producing a hallucination of something I feared (cops and deer), producing a spike of adrenaline to my system that hyper-alerted my senses for the next 10 minutes, when the cycle was repeated again. This mini-lesson in evolution and the body's biological response to stress continued for the next 75 miles until I saw the well-lit capital dome and Madison skyline in the distance.

MADISON, WISCONSIN. 3:15 A.M., MAY 14. 2202.7 MILES

My hometown of Madison was strangely deserted that morning. It was finals week at the University of Wisconsin, and most of the campus' 46,000 students were home asleep or studying. Unlike in Dubuque, I traversed the entire city without arousing even a single officer of the law. I rolled into the driveway at 3:15 A.M., 44.5 hours after leaving Huntington Beach. I could barely move my wrists and ankles, and it would be more than a week before I could sit on the YZF-R1 without pain. Save for a five-inch-wide flat spot on the rear tire and a shellacking of bug guts on the fairing that took a half hour to scrape off, the bike was hardly the worse for wear.

One thousand miles in 24 hours on any bike is a huge accomplishment. Doing it two days in a row was silly and should probably be illegal. Doing a full Iron Butt Rally, 11,000 miles in 11 days...well, those folks must be androids. Me, I'd rather eat broken glass or be hit by a train. So congratulate the next person you see with an Iron Butt Association license-plate frame; the maniac most definitely earned it. As for me, next time I need to cross the country in less than two days, I'm taking a plane. The bike can walk. MC

MAW
MOTORCYCLE ACCESSORY WAREHOUSE

HUGE! online catalog available at:
www.mawonline.com
Also visit our web site for Harley and Dirt products.

1-800-241-2222
Toll Free Order Line: Open 24 Hours
1-208-914-2001
Sales Support: Open M-F 8am-5pm(MST)
1-800-520-3332
Order Our FREE Catalog!

Only $6.00 Shipping On Listed Tires!
Ad Code MD
Ad Valid 2-24 to 4-6-04
No Additional Handling Or Fees On Listed Tires!

HI PERFORMANCE SPORTS Inc.
HIGH PERFORMANCE ACCESSORIES
Serving You Since 1974
Multiple Shipping Points To Serve You
5555 Glenwood St. Boise, ID 83714

SHOEI

X11 Norick5

Shoei Helmets
ZII ..... CALL
TZ1 ..... CALL
RF1000 ..... CALL
X11 ..... CALL
Syncrotec ..... CALL
RJ Air ..... CALL
St.Cruz ..... CALL
Letterman Jacket ..... CALL

Call for our low prices on all Shoei helmets.

AFX

FX10 Freedom

AFX Helmets
FX10 ..... from $74.95
XR15R ..... from 94.95
FX7 ..... from 59.95

We carry all AFX helmets.

agv

XR2 Rossi500

AGV Helmets
XR2 ..... $356.95
VFlyer ..... from 255.95
GP1 ..... from 87.95
Demon TV2 ..... from 134.95
Thunder ..... from 75.95
Daystar ..... from 220.95

We carry all AGV helmets.

NOLAN

N100E Rapid

Nolan Helmets
N61 Solid ..... from $107.95
N61 Gemini 136.95
N100E Solid 182.95
N100E Rapid 188.95

We carry all Nolan helmets.

HJC

CL14

HJC Helmets
AC11 ..... from $141.95
CS12 ..... from 76.95
CL14 ..... from 108.95
Symax 181.95
AC3 ..... 99.95
CL5 ..... from 49.95
AC2 ..... from 75.95
CL2 ..... from 59.95

We carry all HJC helmets.

KBC

Racer1

KBC Helmets
VR1 ..... from $149.95
TK9 ..... from 137.95
TK8 ..... from 114.95
Racer1 ..... from 227.95

We carry all KBC helmets.

m2r

MR600

M2R Helmets
MR600 ..... $89.95
MR8 ..... 53.95

We carry all M2R helmets.

THH HELMET

T67

THH Helmets
T795 Topgun $96.95
T888 ..... 44.95
T380 Open Fece 30.95
T67 Half ..... from 31.95

We carry all THH helmets.

FREE SHIPPING* ON ALL JOE ROCKET!

JOE ROCKET

Ballistic 4.0

Suits
GPX ..... CALL
Speedmaster ..... CALL

Jackets
Ballistic 4.0 ..... CALL
Blaster 2.0 ..... CALL
Sonic ..... CALL
Alter Ego ..... CALL
Meteor 4.0 ..... CALL
Phoenix 3.0 ..... CALL

Pants
Blaster ..... CALL
Atomic ..... CALL
Ballisic ..... CALL
Phoenix ..... CALL
Stage 1 ..... CALL

Gloves
Blaster ..... CALL
GPX ..... CALL
Nova ..... CALL
Ballistic ..... CALL

Boots
Blaster ..... CALL
Hard Drive ..... CALL
Velocity ..... CALL

We carry the complete line of Joe Rocket.

TOUR MASTER

Cortech Jacket

Apparel
3/4 Cortech Jacket $242.95
GX Jacket 247.95
GX Pants 197.95
GX Air Jacket 161.95
GX Air Pants 152.95

Gloves
Robomax $89.95
Tour Sport 44.95
Standard Summer 17.95

Rain Suits
Elite Rain Jacket $44.95
Elite Rain Pants 26.95
Elite Rain Pants w/Nomex 44.95

Luggage
TB12 ..... from $49.95
TB18 ..... 80.95
Tribag ..... from 125.95
Cortech Saddlebags 143.95
TB17 ..... 53.95
Cortech Tail Bag 80.95
Helmet Bag 20.95

We carry the complete line of Tour Master products.

AGVSPORT

Vortex 2pc Suit

Suits
Phantom 1pc $495.95
Strike 1pc 435.95
Apex 1pc. 369.95
Talon 2pc 515.95
Apache 2pc 459.95
Vortex 2pc 382.95

Jackets
Viper $155.95

Gloves
Exocet $127.95
Monza 39.95
Sidewinder 45.95

Boots
Pro Race $197.95
Sebring 179.95
Imola 145.95
Cascade 135.95

We carry all AGV apparel.

alpinestars

SMX Plus

Suits
GPU $611.95
S-Moto 806.95
Venom 1079.95
SX1 ..... 989.95

Jackets
Stunt $323.95
T-Dyno 152.95
Dyno 359.95

Pants
Track $269.95
Bat 197.95

Gloves
SP1 ..... $89.95
SMX1 ..... 31.95
GP Plus 161.95

Boots
SMX Plus $233.95
GPS3 ..... 143.95
Effex GTX 179.95

We carry the complete line of Alpinestar products.

TEKNIC
FREE SHIPPING* ON ALL TEKNIC PRODUCTS!

Chicane

Suits
Speedstar $1499.95
Violator 799.95
Lightning 599.95
Chicane 499.95

Jackets
Violator $449.95
Lightning 299.95
Chicane (Leather) 279.95
Cyclone 299.95
Aquavent 159.95

Gloves
Speedstar (Leather) $83.95
Speedstar (Kevlar) 179.95
Lightning Pro 79.95
Chicane Studded 39.95
Chicane Non-Studded 44.95
Cyclone 99.95

Boots
Speedstar $399.95
Violator 249.95
Lightning 189.95
Chicane II 159.95
Defender 179.95

Pants
Sport $259.95
Sprint 299.95
Spider 299.95
Cyclone 243.95
Sprint II 179.95
Aquavent 139.95
Tucson 329.95
Durango 379.95

We carry the complete line of Teknic products.

NELSON-RIGG
Bike covers
PVCMotorcycle Cover $21.95
Defender R/C ..... from 40.95
UV2000 R/C ..... from 32.95
Deluxe All Season ..... from 30.95
Silver Streak Cover 40.95

Luggage
Deluxe Saddlebag $104.95
Standard Saddlebag 69.95
Sphere Saddlebag 72.95
Magnetic Tank Bag 44.95
Triple Tank System 120.95

Rainsuits
AX 1 Rainsuit $44.95
Storm Rider Rainsuit 32.95

We carry the complete line of Nelson Rigg products.

YOSHIMURA

Tri-Oval

TRS Systems ..... CALL
TRS Slip Ons ..... CALL
Tri-Oval ..... CALL
RS3 Zyclone/Slip-on ..... CALL
RS3 Race/Slip-on ..... CALL

Yoshimura will not allow us to advertise our low prices.

VANCE & HINES
S4 Slip-Ons ..... from $259.95
SS2-R System ..... from 433.95
Classic II ..... from 265.95
Straightshots ..... from 309.95
Longshots ..... from 325.95
Jet Kits ..... from 49.95
Advancer ..... from 39.95

We carry the complete line of Vance & Hines products.

AKRAPOVIC
Full Titanium System ..... CALL
Full Carbon System ..... CALL
Titanium Slip-On ..... CALL
Carbon Slip-On ..... CALL

We carry the complete line of Akrapovic exhuasts. Please call for items not listed.

Jardine

Rumblers ..... from $145.95
Complete Systems & Semi Full Systems For Cruisers .. from 131.95
RT-One Slip On ..... from 219.95
Cruiser Rack 118.95
Ultimate Backrest & Rack (Chrome) ..... from
Billet Backreast & Rack 395.95
California Floorboards .. from 161.95
Passenger Floorboards from 124.95
Forward Controls 497.95
Billet Light Bar ..... from 250.95
Turn Signal Visor ..... from 43.95
Billet Handlebars ..... from 248.95
Billet Risers ..... from 42.95
Footpegs ..... from 84.95
Clamp Mount Footpegs from 122.95
Cruiser Grips 107.95

We carry the complete line of Jardine products.

Full System
Drag Pipes ..... from $216.95
Lo Boys ..... from 315.95
Classics ..... from 225.95
Fatty ..... from 114.95

Miscellaneous
Slip-Ons ..... from $89.95
Floorboards ..... from 171.95
Lightbars ..... from 178.95
Fork Lower Kits ..... from 69.95
S.bag Supports ..... from 59.95
Freeway Bars 137.95

We carry the complete line of Cobra Boulevard products & exhuasts.

Battery Tender 12vt $33.95
Battery Tender Jr 12vt 20.95

Chatter Box! GMRSX1

GMRSX1 ..... $248.95
FRSX2 ..... 199.95
FRS+ 159.95
90 ..... 128.95
50 Tandem 51.95

X1 & X2 systems now come with noise reduction headsets. We carry the complete line of Chatterbox products.

LP Racing — LOCKHART PHILLIPS USA

Carbon Works
Muffler Brackets ..... from $44.95
Fenders ..... from 50.95
Cafe Fairing 35.95
Chain Guards ..... from 35.95
Guage Panel Covers ..... from 18.95
Triple Tree Covers ..... from 15.95

LP Stands
Adjustable Swing Arm $79.95
Front End Lift 82.95
Chrome Race 97.95
Speedscreens ..... from 33.95

Street Accessories
Marker Lights ..... from $15.95
1/2 Tank Top ..... from 29.95
Trick Kits ..... from 35.95
Aluminum Chain Guards from 38.95
Footpegs ..... from 26.95

Performance
Fairing Stays $62.95
Frame & Bar Sliders ..... from 17.95
Airtech Bodywork ..... CALL

Call for your bike application. We carry the complete line of Lockhart products.

Progressive Suspension USA

418 Series

Progressive Suspension
440 Series ..... from $407.95
420 Series ..... from 354.95
418 Series ..... from 349.95
416 Series ..... from 298.95
412 Series ..... from 205.95

We carry the complete line of Progressive products.

MC ENTERPRISES
MC Enterprises
Saddlebag Guards ..... from $49.95
Case Guards ..... from 56.95
Engine Guards ..... from 119.95
Racks ..... from 65.95
Hi Way Bars ..... from 54.95

We carry the complete line of MC Enterprises products.

D&D
Ft.WORTH, TX.
Show N Go Systems .. from $315.95
Show N Go Slip-Ons .... from 142.95

We carry the complete line of D&D Products

Willie & Max

Compact Slant

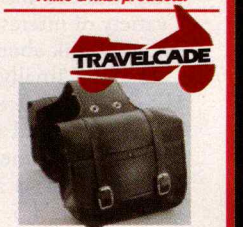
Saddlebags
Compact Slant $61.95
Compact Braided 63.95
Fleetside Slant 93.95
Wild Willie 82.95
Super Black Magic 94.95
American Classic 82.95
Standard Slant 72.95
Black Magic 88.95
Warrior 80.95
Double Eagle 84.95
Touring Studded 88.95
Gray Thunder Braided Slant ... 93.95

Sissybar Bags
Braided $22.95
Deluxe 22.95
Mini 18.95
American Classic 26.95
Studded 26.95

Tool Pouches
Deluxe $24.95
Standard 20.95
Gray Thunder 25.95
Black Magic 26.95

Max Pax
Deluxe $77.95
Standard 76.95
Studded 102.95
Gray Thunder Studded 102.95
Gray Thunder Braided 90.95
Warrior 102.95
Braided 90.95
Wolf 90.95

We carry the complete line of Willie & Max products.

TRAVELCADE

Travelcade
Saddlebag Guard $59.95
Sissy Bar Bag ..... from 18.95

Saddlebags
Drifter Slant ..... from $110.95
Cruis'n ..... from 18.95
Rigid Mount Cruiser ..... from 234.95
Saddlestows ..... from 26.95

Seat Covers
1pc ..... from $52.95
2pc ..... from 74.95
MX, ATV 29.95

Airhawk Cushion $147.95
Double Bucket Seats 189.95
Explorer 259.95
Profiler Saddlegel 199.95
Saddlegel ..... from 199.95
Explorer 259.95
Classic Explorer 259.95
Explorer With Backrest 455.95

Call for great prices on all Travelcade products.

national cycle

Touring

Heavy Duty Windscreens
Touring ..... from $146.95
Beaded ..... from 157.95
Chopped ..... from 145.95

Miscellaneous
Plexifaring 3 ..... from $115.95
Plexistar 2 ..... from 99.95
Cheetah ..... from 33.95
Hardlines Saddlebags 448.95
Lightbars ..... from 206.95

We carry the complete line of National Cycle products for street & cruisers. Some bikes may require additional hardware.

We also carry these fine product lines and many, many more! Over 65,000 Items Available!

eclipse USA · DYNA · SPIDI · EBC · HENG SHIN · IRC TIRE · SUPERTRAPP · Mizzys · Barnett · Kenthal · T-BAGS · HARD-KROME · CHASE HARPER · SUNSTAR · K&N · YUASA · FACTORY

PLEASE SEE THE FIRST PAGE OF OUR CATALOG OR GO TO OUR WEBSITE FOR A COMPLETE LISTING OF OUR POLICIES. ALL OF OUR PRODUCTS ARE NEW. PRICES AND AVAILABILITY ARE SUBJECT TO CHANGE. SHIPPING AND HANDLING FEES ARE EXTRA. EXCHANGE AND RESTOCKING FEES MAY APPLY. FOR FASTER SERVICE WE USUALLY SHIP FROM THE CLOSEST WAREHOUSE TO YOU! (*LOWER 48 GROUND ONLY) THIS AD SUPERCEDES ALL PREVIOUS ADS.

Motorcycle Accessory Warehouse Inc. 1-800-241-2222

Complete Online Catalog: www.mawonline.com

Order Our FREE CATALOG! 1-800-520-3332

***This months special* - only $6 shipping per tire on all listed tires in this ad. No additional handling or fees!! If you do not see the tire that you need listed please call for our everyday low price!**

Slip Streamer

Windshields

Enterprise II Clear	$99.95
Enterprise II Tinted	117.95
Spirit Fairing Clear	99.95
Spirit Fairing Tinted	117.95
The Original Clear	89.95
The Original Tinted	99.95
Turbo	69.95
Spitfire Clear	45.95
Spitfire Tinted	49.95
Viper Clear	63.95
Viper Tinted	67.95
Sport S-08 Clear	69.95
Sport S-08 Tinted	75.95
Sport S-28 Clear	91.98
Sport S-28 Tinted	95.95
Hellfire	from 65.95
Classic	from 128.95
Falcon	from 148.95
HD-0 Clear	67.95
HD-0 Tinted	71.95
Windjammer	from 40.95
Radar Mounting Kits	20.95

Call for great prices on all Slip Streamer windshields.

Memphis SHADES

Memphis Fats

17"	form $107.95
19"	116.95
21"	125.95
13" Bobbed	99.95

Memphis Slims

Big Shot	$51.95
Alley Cat	51.95
Pop Top	45.95
Hell Cat	99.95
The Shooter	95.95
Classic Deuce	128.95
Demon	119.95
Bladerunner	128.95
Malibu	128.95
Santa Cruz	138.95
Vera Cruz	138.95
Roadmaster	138.95

Accessories

Custom Lower Plastic	$19.95
Quick Change Kits	from 85.95

Mounting Hardware Kits

Lowers	from $44.95
Windshields	from 71.95

Call for great prices on all Memphis Shade windshields.

DOWCO

Dowco Sale!

Dowco

Rally Pack	from $89.95
Jumbo Pack With Bungee	69.95
Roll Bag	from 175.95
Leather Windshield Bags	66.95
PVC Covers L & XL	15.95

Guardian Covers

EZ Cover XL	$59.95
EZ Cover XXL	62.95
EZ Cover XXXL	64.95
Secure Cover M	69.95
Secure Cover L	69.95
Secure Cover XL	69.95
Secure Cover XXXL	79.95
Standard Cover M	42.95
Standard Cover L	49.95
Standard Cover XL	52.95
Standard Cover XXL	59.95

Protector Covers

Medium	$39.95
Large	42.95
XLarge	46.95
XXLarge	49.95
XXXLarge	52.95
XXXXLarge	59.95
Indoor Cover M	39.95
Indoor Cover L	42.95
Indoor Cover XXXL	49.95

Legend Covers

Storage L	$19.95
Storage XL	24.95
Traveler 1/2 Sportbike	19.95
Traveler 1/2 Dresser	24.95
Indoor Cover L	29.95
Indoor Cover XL	32.95

We carry the complete line of Dowco products.

Continental

Blitz TKH24 (rear)

140/90H15	$66.95
150/90H15	88.95
120/90H16	57.95
130/90H16	61.95
140/90H16	72.95
130/90H17	66.95
4.00H18	62.95
120/90H18	63.95
130/90H18	63.95

Blitz TKH23 (front)

110/90H18	$56.95
90/90S19	54.95
100/90H19	53.95
110/90H19	54.95
3.25H19	54.95

All Continental tires available.

MICHELIN

Commander (rear)

140/90H15	$88.95
150/90H15	92.95
170/80H15	104.95
130/90H16	84.95
140/90H16	87.95
150/80H16	89.95
MT90H16	84.95

(front)

MT90H16	$74.95
130/90H16	80.95
150/80H16	86.95
100/90H18	65.95
110/90V18	68.95
120/90H18	70.95
3.00H19	53.95
90/90H19	58.95
100/90H19	66.95
110/90H19	70.95
MH90H21	64.95
80/90H21	69.95

Macadam 50 (rear)

150/90V15	$72.95
130/90V16	91.95
150/80V16	96.95
130/70H17	82.95
130/80H17	94.95
130/90V17	94.95
140/80V17	95.95
150/70H17	89.95
150/70V17	96.95
110/90H18	75.95
4.00H18	76.95
120/90H18	82.95
120/90V18	86.95
130/70H18	81.95
130/80V18	92.95

(front)

110/70H17	$65.95
110/80H17	66.95
110/80V17	74.95
120/70V17	79.95
90/90H18	68.95
100/90H18	70.95
100/90V18	80.95
110/80H18	67.95
110/80V18	77.95
110/90V18	80.95
3.25H19	61.95
100/90V19	76.95

M59X (rear)

130/60ZR16	$98.95

A59X (front)

160/60ZR16	$119.95
110/80ZR17	89.95
130/60ZR17	99.95

All Michelin tires available.

Continental

Conti Force (rear)

150/60ZR17	$82.95
150/70ZR17	77.95
160/60ZR17	86.95
170/60ZR17	87.95
180/55ZR17	92.95
190/50ZR17	99.95
160/60ZR18	88.95

(front)

130/70ZR16	$70.95
110/70ZR17	63.95
120/60ZR17	70.95
120/70ZR17	70.95

Touring TK17 (rear)

150/90H15	$77.95
130/90H16	82.95
140/90H16	84.95
150/80H16	93.95
130/90H17	84.95
120/90H18	74.95

TK16 (front)

130/90H16	$72.95
120/90H18	78.95
100/90H19	62.95

Milestone CM2 (rear)

140/90H15	$87.95
170/80H15	97.95
130/90H16	84.95
130/90H16 WWW	102.95
130/90H16 SWS	97.95
140/90H16	86.95
150/80H16	96.95

CM1 (front)

130/90H16	$72.95
130/90H16 WWW	89.95
130/90H16 SWS	86.95
100/90H19	62.95
110/90H19	65.95
80/90H21	65.95

MICHELIN

100X (rear)

150/80ZR16	$116.95
150/70ZR18	120.95

(front)

120/80ZR16	$91.95
110/80ZR17	90.95

Pilot Road (rear)

150/70ZR17	$97.95
160/60ZR17	97.95
170/60ZR17	99.95
180/55ZR17	107.95
190/50ZR17	119.95
160/60ZR18	97.95

(front)

110/70ZR17	$77.95
120/60ZR17	77.95
120/70ZR17	79.95
110/80ZR18	97.95

Pilot Sport (rear)

150/60ZR17	$121.95
160/60ZR17	123.95
170/60ZR17	126.95
180/55ZR17	127.95
190/50ZR17	154.95
180/55ZR17 HPX	177.95
190/50ZR17 HPX	177.95
200/50ZR17 HPX	181.95

(front)

130/70ZR16	$97.95
110/70ZR17	97.95
120/60ZR17	97.95
120/65ZR17	100.95
120/70ZR17	100.95
120/70ZR17	114.95

Pilot Race (rear)

150/60ZR17	$141.95
150/60ZR17 Soft	138.95
160/60ZR17	143.95
160/60ZR17 Soft	144.95
170/60ZR17	111.95
170/60ZR17 Soft	147.95
180/55ZR17	148.95
180/55ZR17 Soft	147.95
190/50ZR17	151.95
190/50ZR17 Soft	199.95

(front)

110/70ZR17	$115.95
110/70ZR17 Soft	116.95
120/60ZR17	113.95
120/70ZR17	123.95

PIRELLI

Diablo (rear)

150/60ZR17	$157.95
160/60ZR17	158.95
170/60ZR17	162.95
180/55ZR17	167.95
190/50ZR17	176.95
200/50ZR17	199.95

(front)

130/70ZR16	$114.95
110/70ZR17	133.95
120/60ZR17	127.95
120/65ZR17	104.95
120/70ZR17	131.95

Diablo Corsa (rear)

180/55ZR17	$139.95
190/50ZR17	178.95

(front)

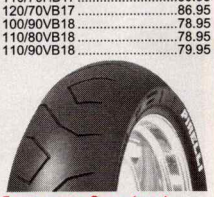
120/70ZR17	$127.95

Sport Demon (rear)

130/90VB16	$84.95
150/80VB16	106.95
130/70HB17	94.95
130/80HB17	95.95
130/90VB17	96.95
140/70HB17	96.95
140/80VB17	97.95
150/70VB17	105.95
110/90VB18	83.95
120/80HB18	85.95
120/90VB18	91.95
130/70HB18	94.95
140/70HB18	95.95

(front)

110/90VB16	$74.95
120/80VB16	80.95
110/70HB17	85.95
120/70VB17	86.95
100/90VB18	78.95
110/80VB18	78.95
110/90VB18	79.95



Supercorsa Race (rear)

SC1 150/60ZR17	$177.95
SC2 150/60ZR17	177.95
SC1 160/60ZR17	199.95
SC2 160/60ZR17	199.95
SC1 180/55ZR17	215.95
SC2 180/55ZR17	215.95
SC3 180/55ZR17	228.95
SC1 190/55ZR17	225.95
SC2 190/55ZR17	225.95
SC3 190/55ZR17	225.95

(front)

SC1 110/20ZR17	$180.95
SC2 110/20ZR17	180.95
SC1 120/70ZR17	158.95
SC2 120/70ZR17	158.95

All Pirelli tires available.

AVON TYRES

AV46ST (rear)

180/55R17 "B"	$135.95
190/50R17 "B"	136.95

AV45ST (front)

120/80R16	$86.95
130/70R16	100.95
110/70R17	88.95
110/80R17	86.95
120/60R17	90.95
120/70ZR17	95.95
120/70ZR17 "B"	98.95
120/70R18	86.95
110/80ZR18	131.95

Venom X (rear)

140/90H15	$101.95
150/90H15	132.95
150/90V15	109.95
170/80H15	112.95
MT90H16	97.95
MT90H16 SWS	118.95
MT90H16 WWW	122.95
140/90H16	109.95
140/90H16 WWW	123.95
150/80HB16	116.95
150/80VB16	124.95
160/80H16	136.95

(front)

MT90H16	$98.95
MT90H16 SWS	111.95
MT90H16 WWW	114.95
150/80H16	110.95
100/90H18	86.95
120/90H18	93.95
130/70H18	110.95
100/90H19	76.95
100/90H19 WWW	98.95
110/90H19	80.95
80/90H21	80.95
90/90H21	100.95
120/70H21	111.95
MH90H21	76.95
MH90H21 WWW	80.95

Distanzia AM44 (rear)

130/80HR17	$115.95
130/80T17	112.95
140/80HR17	120.95
150/60HR17	120.95
150/70HR17	125.95
160/60HR17	122.95
110/80S18	75.95
120/80S18	74.95

AM43 (front)

120/70HR17	$72.95
150/70VR17	139.95
100/90H19	71.95
110/80HR19	82.95
110/80VR19	92.95
80/90S21	67.95
90/90H21	76.95
90/90T21	80.95

Roadrunner AM21 (rear)

230/60H15	$183.95
130/90H16	93.95

AM20 (front)

100/90H16	$43.95
3.25H19	73.95

Super Venom AM20 (rear)

120/80V16	$78.95
100/90V18	82.95
110/90V18	84.95

AM18 (front)

120/90V18	$81.95
110/90V18	88.95
120/80V18	81.95

All Avon tires available.

PIRELLI

MT66 (rear)

130/90S15	$66.95
140/90H15	82.95
150/90H15	77.95
170/80H15	85.95
180/70H15	95.95
130/90H16	76.95
140/90H16	86.95
150/80H16	88.95
110/90H18	65.95
120/90H18	69.95

(front)

130/90H16	$69.95
150/80H16	88.95
120/90S17	59.95
3.00S18	49.95
100/90H18	49.95
120/90H18	68.95
90/90H19	57.95
100/90H19	55.95
100/90S19	49.95
110/90H19	57.95
80/90H21 Tube	61.95

METZELER

Sportec M1 (rear)

160/60ZR17	$151.95
170/60ZR17	154.95
180/55ZR17	163.95
190/50ZR17	191.95
200/50ZR17	202.95

(front)

120/60ZR17	$122.95
120/65ZR17	126.95
120/70ZR17	126.95

ME880 (rear)

150/90HB15	$112.95
170/80HB15	113.95
180/70HR16	138.95
130/90HB16	92.95
140/90HB16	101.95
150/80HB16	113.95
160/70VB17	102.95
240/40VR18	167.95

(front)

130/90HB16	$85.95
150/80HB16	100.95
110/90H18	78.95
100/90H19	77.95
110/90H19	82.95
80/90H21	75.95
90/90H21	77.95
120/70V21	99.95

ME 24 (rear)

160/70ZR17	$108.95
180/55ZR17	118.95
160/60ZR18	116.95

(front)

110/80ZR17	$79.95
120/70ZR17	94.95
110/80ZR18	92.95

All Metzeler tires available.

DUNLOP

GT 501 (rear)

130/90VB16	$82.95
140/90V16	90.95
150/80VB16	100.95
140/80VB17	100.95
150/70VB17	103.95
120/90V18	80.95
130/80V18	82.95

(front)

110/90V16	$60.95
120/80VB16	72.95
110/80VB17	74.95
100/90V18	67.95
100/90V19	71.95

K491 Elite II (rear)

MT90HB16	$82.95
160/80HB16	114.95
MT90HB17	84.95

(front)

MT90HB16	$75.95
130/70HB18	89.95
MM90H19	62.95

D-208 (rear)

160/60ZR17	$103.95
180/55ZR17	111.95
190/50ZR17	130.95
200/50ZR17	147.95

(front)

120/60ZR17	$83.95
120/70ZR17	85.95

D-220 (rear)

160/60ZR17	$97.95
170/60ZR17	100.95
180/55ZR17	104.95
160/60ZR18	103.95
170/60ZR18	104.95
200/50ZR17	147.95

(front)

120/60ZR17	$79.95
120/70ZR17	79.95
130/70ZR17	82.95
120/70ZR18	83.95

D205 (rear)

150/80ZR16	$106.95
140/80ZR17	104.95
150/70ZR17	103.95
160/70ZR17	103.95
170/60ZR17	102.95
180/55ZR17	107.95
160/60ZR18	95.95

(front)

110/80ZR17	$77.95
120/70ZR17	82.95
110/80ZR18	83.95
120/70ZR18	88.95

All Dunlop tires available.

BRIDGESTONE

BT-020 (rear)

160/60ZR17	$95.95
170/60ZR17	98.95
160/70ZR17	113.95
170/60ZR17	98.95
180/55ZR17	102.95
190/50ZR17	126.95
160/60ZR18	107.95

(front)

120/60ZR17	$77.95
120/70ZR17	79.95
110/80ZR18	79.95

BT-012SS (rear)

180/55ZR17	$108.95
190/50ZR17	127.95

(front)

120/70ZR17	$84.95

BT56 (rear)

160/60ZR17	$97.95
180/55ZR17	104.95

(front)

130/70ZR16	$78.95
120/60ZR17	78.95

S11 (rear)

140/90H15 RWL	$73.95
150/90H15 RWL	78.95
130/90H16	64.95
130/90H16 RWL	70.95
140/90H16 RWL	78.95
130/90H17	65.95
110/90H18	56.95
130/90H18	66.95
130/90H18 RWL	72.95

(front)

130/90H16	$61.95
100/90H18	47.95
110/90H18	49.95
110/90H18 RWL	53.95
120/90H18 RWL	56.95
90/90H19	49.95
100/90H19	53.95
100/90H19 RWL	56.95
110/90H19	54.95
110/90H19 RWL	60.95

BT-45 (rear)

130/90H16	$78.95
130/90V16	81.95
150/80V16	94.95
110/80H17	72.95
120/70H17	74.95
120/90V17	77.95
130/70H17	79.95
130/80H17	66.95
130/90H17	81.95
140/70H17	81.95
140/80V17	81.95
150/70H17	82.95
110/80H18	64.95
120/80H18	66.95
120/90V18	78.95
130/70H18	81.95
130/80V18	81.95
140/70H18	82.95
140/70V18	82.95
140/80V18	82.95
150/70H18	84.95

(front)

100/90H16	$59.95
110/90V16	65.95
120/80V16	69.95
110/70H17	72.95
110/80V17	68.95
110/80V17	68.95
120/70H17	74.95
90/90H18	62.95
100/80H18	65.95
100/90H18	64.95
110/80V18	68.95
110/90V18	69.95
100/90V19	69.95

All Bridgestone tires available.

DUNLOP

D402 (rear)

MT90HB16	$91.95
MT90HB16 SWS	103.95
MT90HB16 WWW	108.95

(front)

MT90HB16	$81.95
MT90HB16 SWS	96.95
MT90HB16 WWW	96.95
MH90HB21	63.95

D404 (rear)

130/90-15	$48.95
140/90-15	53.95
130/90-16	49.95
140/90-16	57.95
130/90-17	53.95
110/90-18	53.95

(front)

130/90H16	$97.95
150/80H16	97.95
150/80H16 WWW	103.95
140/80-17	80.95
120/90-18	48.95
80/90-21	40.95

Call for Tire Package Pricing!

PLEASE SEE THE FIRST PAGE OF OUR CATALOG OR GO TO OUR WEBSITE FOR A COMPLETE LISTING OF OUR POLICIES. ALL OF OUR PRODUCTS ARE NEW. PRICES AND AVAILABILITY ARE SUBJECT TO CHANGE. SHIPPING AND HANDLING FEES ARE EXTRA. EXCHANGE AND RESTOCKING FEES MAY APPLY. FOR FASTER SERVICE WE USUALLY SHIP FROM THE CLOSEST WAREHOUSE TO YOU! (*LOWER 48 GROUND ONLY) THIS AD SUPERCEDES ALL PREVIOUS ADS.

BMW R1200GS 2004

Fresh from the dual-sport mavens in *München*: The ultimate do-anything, go-anywhere motorcycle just got impossibly better

By Roland Brown
Photos By Double Red and Mark Dow

FIRST RIDE

THIS IS WHAT BIG, ADVENTURE-TOURING STREETBIKES are all about. A couple of hours ago I was riding along a shallow stream dodging submerged rocks in first gear with the BMW R1200GS up to its cylinder heads in water. Now the new boxer is speeding through a series of smooth asphalt curves. Several other bikes could have managed the route I've followed today, up into the hills and then back down to our launch base in the town of George on South Africa's southern coast. But as this new Beemer sweeps through another corner without a twitch, I'm convinced that no other bike would have been as fast, as comfortable *and* as much fun to ride. On these well-surfaced roads the big boxer feels every bit as capable and confident as it had back in that stream, or when tiptoeing down a steep gravel track in the rain.

Handling radically different riding situations is what big adventure-tourer/dual-purpose streetbikes are built for, of course, and BMW's GS has been doing it better than most for a long time. The R80G/S invented the category in 1980, proving that it wasn't just a funky styling job slapped on an old Airhead boxer by racking up four Paris-Dakar Rally wins. (Yes, the racers were "highly developed" from the production bike.) Since then the ruff-tuff boxer has become the firm's most successful model ever, selling nearly 160,000 units between '93 and '03. The outgoing R1150GS was itself the top-selling bike in Germany the last three years. (BMW will sell the extreme R1150GS Adventure in previous spec alongside the new bike for now.)

Given the success of the GS, it's no surprise BMW has thrown plenty of resources into creating a successor. The R1200GS has an even more distinctive look, with its birdlike beak and jutting cylinders, but this is a completely new bike—lighter, more powerful, smoother and more economical than the R1150GS. Nearly every component has been reworked to create a machine that is better in almost every respect.

The most obvious change—apart from its leaner, more dramatic styling—is a significantly revised Oilhead engine that should be

Ford a stream. Clip an apex. Impress the locals at Starbucks. The R1200GS is up for whatever is on your moto agenda. Because most GS owners won't go farther off road than a scenic turnout, the standard wheels are spoked alloys.

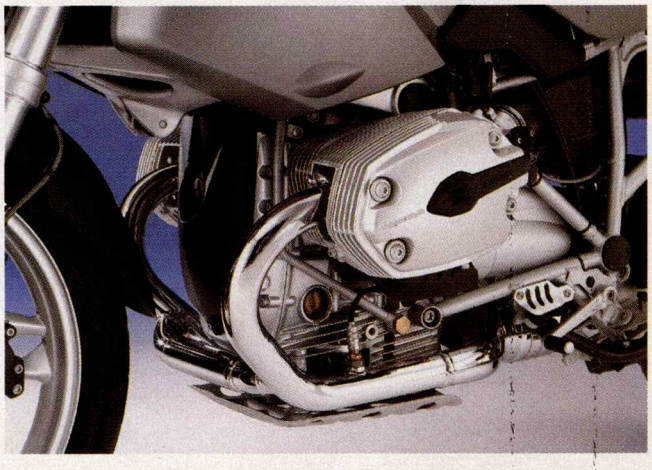
GS

considered an entirely new generation of the breed. A 2.5mm increase in stroke along with the old motor's 101mm bore brings displacement to 1170cc. Not only is the engine 8 percent more fuel efficient, it also pumps out an impressive 100 horsepower, up from the 1150's 85. It does this via new cylinder heads—still with four valves per cylinder and mid-mounted, chain-driven single cams—coupled with a revised dual-plug system controlled by thoroughly revised engine management. In the previous two-spark engines, the plugs fired simultaneously, but the new setup can stagger ignition timing (called "phase shift") to improve driveability and fuel economy. These improvements, allied to a new solid-state knock sensor that permits the use of subpremium unleaded fuel, allowed BMW's engineers to boost the compression ratio by a full point, to 11.3:1.

Numerous other engine changes include the adoption of a contra-rotating balancer shaft for the first time on a BMW boxer. It is ingeniously located coaxially inside the secondary shaft used to drive the cam chains and oil pump, thus taking up little space and adding a modest amount of weight. Despite that addition, the new motor is 6.6 pounds lighter and contributes to a substantial overall weight reduction.

The inspiration behind the development of the new GS is an unlikely object: a big blue plastic water container that weighs 66 pounds when full and has the word "ziel"—target, in German—on its side. "Our development team's aim was to reduce weight by 30kg [66 pounds], so this water tank was placed where it was in view every day," says BMW's bike boss Herbert Diess. "Reducing weight was the key to the new GS because it affects performance, handling and economy."

BMW hit that target. At 498 pounds dry, the GS is far lighter than most of its big adventure-tourer rivals. Simply lifting that water container was enough to emphasize just how much weight the GS has lost. More to the point, the bike *felt* light from the moment I climbed aboard—a process that will be made considerably easier for many riders by its effectively lower seat height. A choice of three seats, two of which are adjustable, gives a seat-height range from 35 to 31.9 inches. Moreover, BMW has revised all the seat shapes by making them narrower at the front, which should let most riders get both feet flat on the ground.



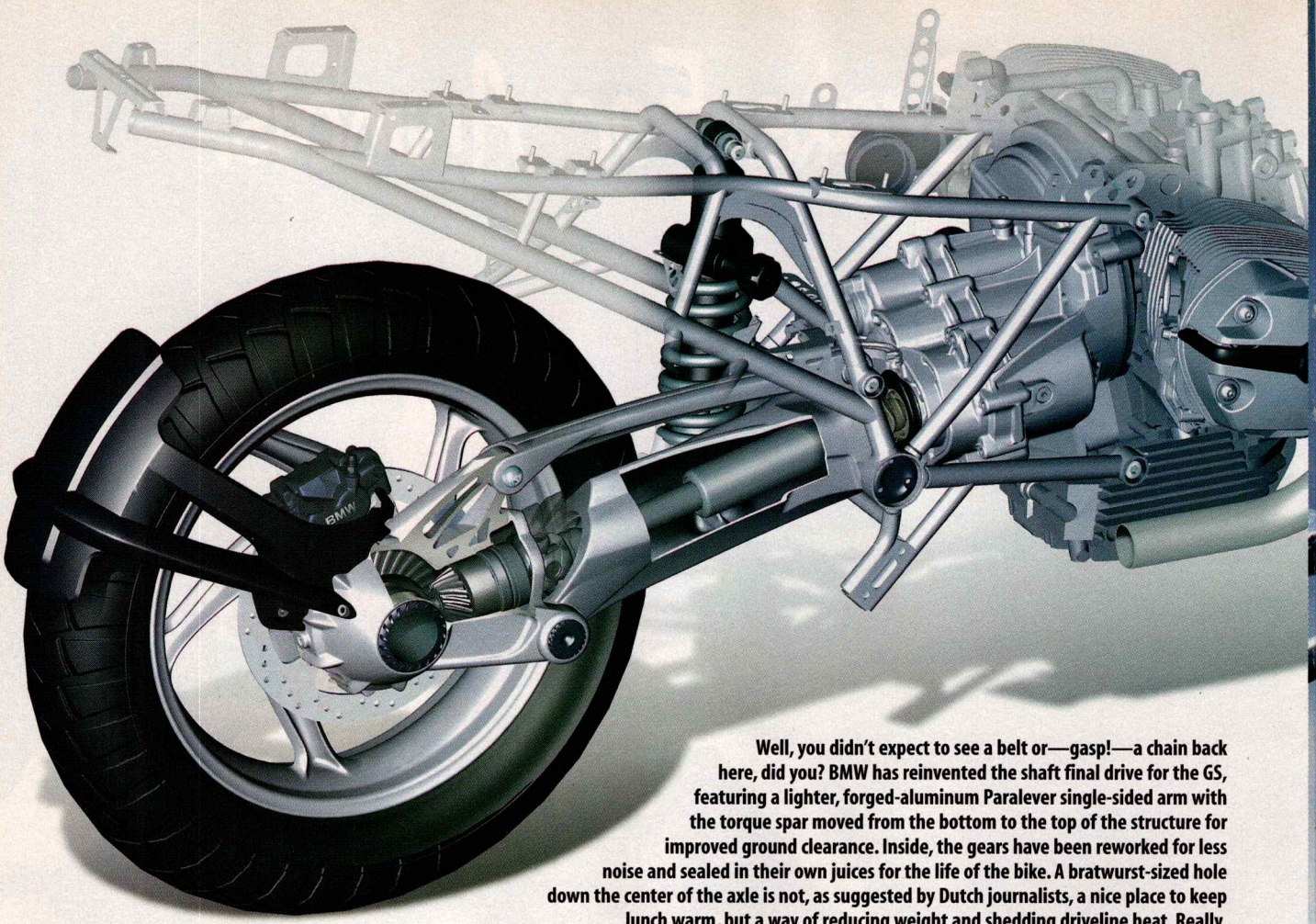
With all the rumpa-rumpa of the much-adored R1150 Oilhead engine, the new boxer powerplant on the GS is revitalized with new heads, more displacement, a higher compression ratio and, crucially, much more power. A counterbalanced shaft churns away inside (just beneath the crankshaft) to quell the opposed-twin's inherent rocking-couple vibration. Overall, the engine is lighter and more fuel efficient as it whacks out a credible 100 horsepower. *Ja!*

I Brake For Animals.

Four Time AMA Superbike Champion, Mat Mladin brakes for no man. He always runs up front and never settles for second best. That's why he wears the new JOE ROCKET® SPEEDMASTER™ SUIT, BOOTS and GLOVES. Check them out at your JOE ROCKET® dealer when you're ready to brake with the best.

JOE ROCKET®

joerocket.com



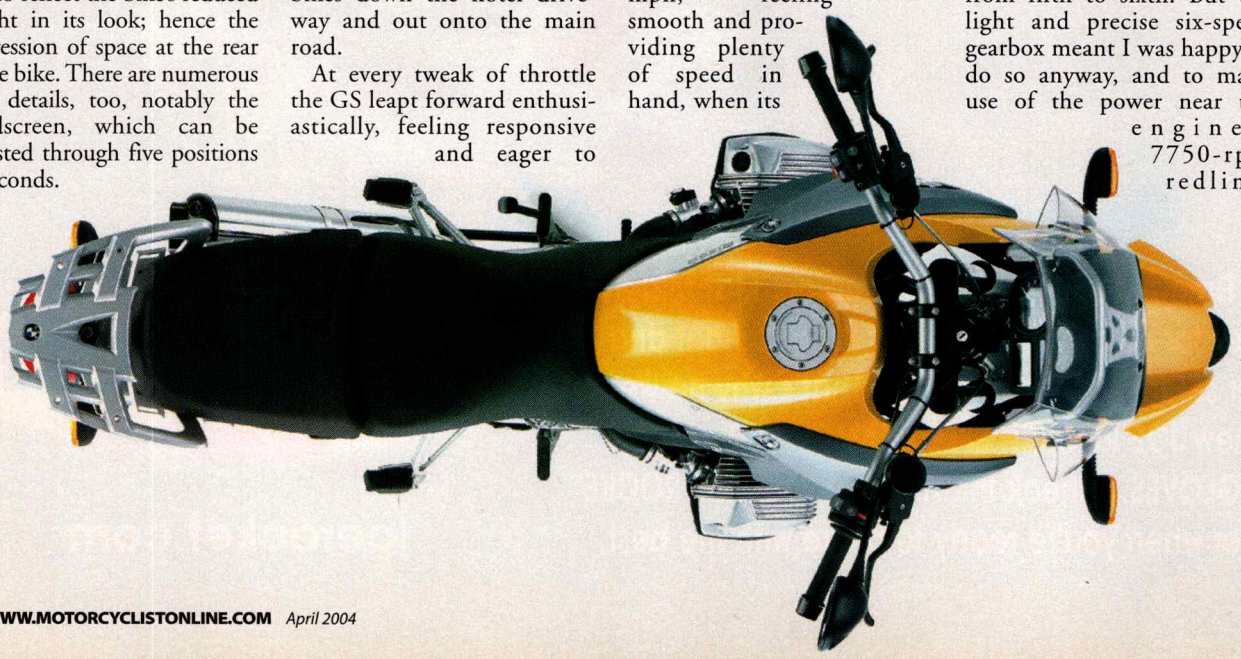
Well, you didn't expect to see a belt or—gasp!—a chain back here, did you? BMW has reinvented the shaft final drive for the GS, featuring a lighter, forged-aluminum Paralever single-sided arm with the torque spar moved from the bottom to the top of the structure for improved ground clearance. Inside, the gears have been reworked for less noise and sealed in their own juices for the life of the bike. A bratwurst-sized hole down the center of the axle is not, as suggested by Dutch journalists, a nice place to keep lunch warm, but a way of reducing weight and shedding driveline heat. Really.

The GS felt slim and generally manageable. Its plastic fuel tank is narrower, and there's less distance between the seat and the wide handlebar, which is made from tubular steel for strength and crash resistance. One of BMW's Boston-born design chief David Robb's main aims was to reflect the bike's reduced weight in its look; hence the impression of space at the rear of the bike. There are numerous neat details, too, notably the windscreen, which can be adjusted through five positions in seconds.

The motor fired up with slightly less traditional BMW rocking motion, due to its balancer shaft, and took only a few seconds to reveal its newfound liveliness. The extra engine response and reduced weight were clear even as I followed a group of bikes down the hotel driveway and out onto the main road.

At every tweak of throttle the GS leapt forward enthusiastically, feeling responsive and eager to go—as you might expect of a bike whose power-to-weight ratio has been improved by approximately 35 percent. On the fast road heading north toward Oudtshoorn it was clear the balancer shaft was doing a good job. The BMW sat at a steady 100 mph, feeling smooth and providing plenty of speed in hand, when its predecessor would have felt distinctly less relaxed.

The big twin's midrange grunt made glancing at the tach optional. I didn't need to downshift on most sweeping curves—one upside of the revised ratios, which do away with the old bike's big gap from fifth to sixth. But the light and precise six-speed gearbox meant I was happy to do so anyway, and to make use of the power near the engine's 7750-rpm redline.



Hot, Spicy & Kick Ass.

MONZA RED

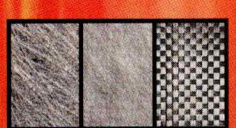
VOLTAGE TC-1

DUHAMEL 4 TC-1

Get It On

RF-1000

HOT NEW DESIGN FEATURES • ***SPICY*** NEW GRAPHICS IT JUST ***KICKS ASS.***



LIGHTWEIGHT
By combining fiberglass and organic fibers, along with state-of-the-art high performance material, the RF-1000 is one of the lightest helmets on the market today. A lighter helmet reduces inertia and impact energy and makes for a more comfortable ride, without compromising safety.

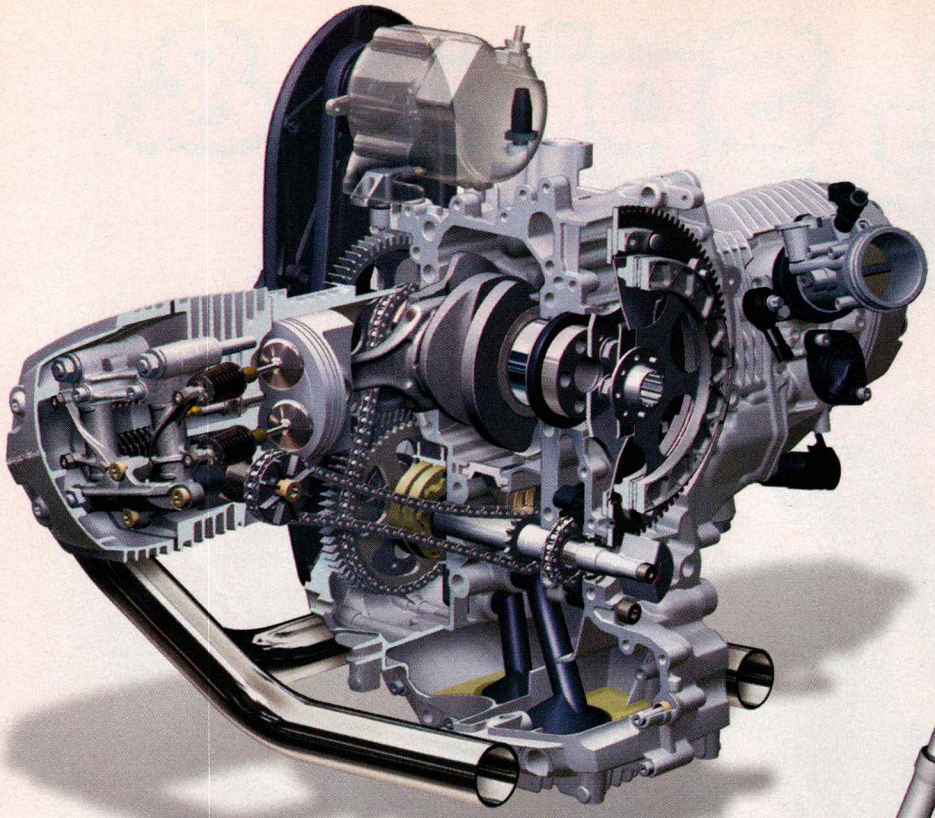
COMFORT
The foam padding inside the RF-1000 is covered with a skin-friendly fabric and comes in varying densities to ensure a long lasting, comfortable fit. The cheek pads are removable, washable and replaceable allowing for customizing the helmet for additional comfort.

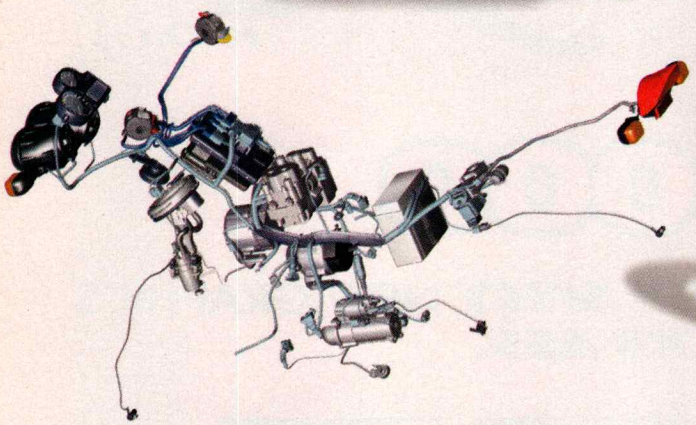
FACE SHIELD
The RF-1000 incorporates the new CX-1V shields. The advantage of the CX-1V increases peripheral vision. As with all Shoei face shields it is made of high rigidity polycarbonate coated to cut UV rays. The three dimensional shape is designed to minimize warp and secure a clear field of vision.

VENTILATION
Shoei has developed a sophisticated ventilation network for the RF-1000 which improves air intake and exhaust. The EPS Liner System is made up of two layers that channel air flow through the rear exit vents at the top and bottom of the helmet maximizing interior cooling.

SHOEI®

SHOEI SAFETY HELMET CORP.
3002 Dow Avenue, Suite 128 Tustin, California 92780 phone: 714-730-0941 • fax: 714-730-0942
WWW.SHOEI-HELMETS.COM



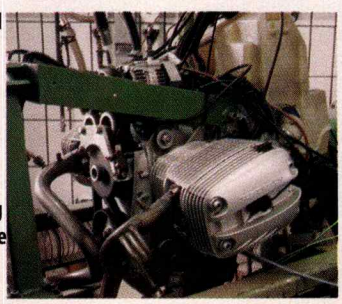


Left: Although the layout remains faithful to the R259 Oilhead engine, the 1170cc GS engine gains a gear-driven counterbalancer—cleverly housed inside the auxiliary shaft below and parallel to the crankshaft—that sifts what little vibration remains from the opposed-twin configuration. A larger clutch feeds a revised, six-speed gearbox. Below: The upper frame is now tubular steel instead of cast aluminum; Telelever stanchions are larger for stiffness, while the front-wheel trail is reduced 5mm for improved handling. Below left: A Single Wire System electrical network reduces the parts count and could well have an Internet connection.

The GS's improved fuel efficiency should make the not-particularly-generous 5.3-gallon tank good for well over 150 miles unless you head toward the bike's 130-mph top speed on a regular basis.

The bike is comfortable enough to handle that type of in-one-sitting range, too. We didn't ride far enough at one stretch to be sure, but the upright riding position, wide bar and generous seat suggested big distances would be no problem. (They certainly weren't on the old bike.) The tall screen took away most of the turbulent windblast, and it was very easy to adjust to a less noisy position. On a damp summer morning I even found myself glad to have the accessory heated grips. Another accessory is a clever hard luggage set that consists of a top box and panniers, all of which can be expanded to provide extra capacity when needed.

The new GS handled wonderfully. BMW's Telelever front suspension system is well-suited to such a long-legged machine due to its resistance to brake dive. When the pace heated up, the BMW could brake extremely hard while remaining superbly stable— a difficult thing for a bike with so much front-end travel. It also steered well, with that wide bar meaning little effort was needed despite the 19-inch front wheel. In addition, the GS tracked precisely, requiring the lightest of nudges if the bend tightened unexpectedly. The only drawback was that the bike felt a bit lively in blustery winds.



Right: An R1150-based development mule proved the R1200GS's technology. Far right: A 30kg (66 lb.) barrel remained in view to spur BMW engineers along the weight-paring quest. It was not, we're assured, full of beer.

ART

EXOTIC MOTORCYCLE ACCESSORIES

INNOVATION | QUALITY | COMPETITION | VALUE

Pro Race Exhausts

- Excellent power increase
- Corrosion resistant
- Lightweight & easy to fit
- Available in titanium, carbon, stainless steel, and coloured anodised finishes

From $299.95

Carbon Hugger

Strong aluminium and carbon fibre

From $135.95

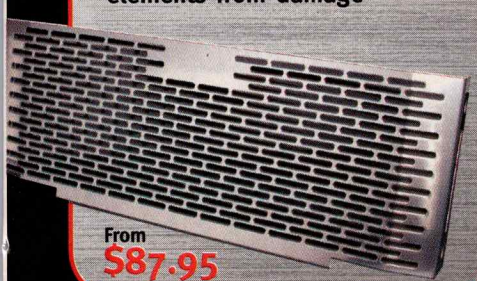
Front Fender

Pre-drilled for ease of fitment

From $144.95

Radiator Cover

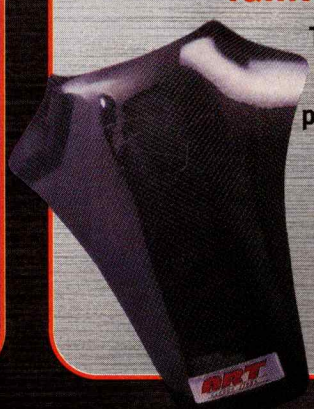
Looks good & protects radiator elements from damage



From $87.95

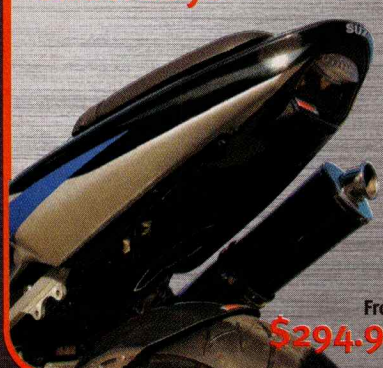
Tank Shield

The easiest way to protect your fuel tank



From $42.95

Undertrays



From $294.95

www.parts-unlimited.com

Exclusively distributed in the USA by PARTS UNLIMITED

The rear suspension was very well-controlled. As before, the shock has a useful remote hydraulic preload adjuster. The revised and lightened Paralever system was so efficient that I never consciously noticed the shaft final drive. Metzeler's Tourance tires gripped well on both smooth and rough surfaces. The GS comes with new five-spoke cast wheels standard, but serious off-roaders can pay extra for optional wire-spoke rims, which accept the same tubeless rubber.

Braking was excellent thanks to a version of BMW's EVO system, which uses the front lever to work the two 305mm front discs plus the smaller rear, leaving the foot pedal for just the rear disc. To simplify production, all bikes will initially come with ABS, though a cheaper non-ABS model will follow before the end of the year.

After one small warning sign, the launch route—once a wide and well-surfaced road—suddenly changed into a narrow dirttrack that tested the opposite side of the bike's character. Plenty of big trail/adventure bikes would have been a real handful, especially when the two-track began to wind up a steep hill through increasingly thick mist. Here, and even more than on the road, the GS revealed the advantages of its light weight. Smaller single-cylinder bikes would doubtless have been more agile, but the GS was easy to maneuver even when negotiating rutted hairpins on the way back down the hill. And its big motor made life easy, too, by always delivering plenty of controllable low-end and midrange power.

Of the big trail/adventure bikes I've ridden, only KTM's Adventure 950 is as good off-road (and the tall Austrian V-twin is nowhere near as smooth or comfortable on-road). When the sun reappeared and the route opened out into a wide, straight dirttrack at the valley bottom, it was great fun to stand on the pegs, wind back the throttle and kick up a high-speed dust cloud. For a brief, dreamy moment I was blasting across the desert in the heat of Paris-Dakar competition.

Fortunately the reality was the much less demanding destination of the area's most luxurious hotel via an all-too-brief final blast on the road. But next time, BMW, why not fly us to South Africa, hand over the keys and let us ride back to Munich or beyond? If ever there has been a bike perfect for the job, it's the R1200GS.

For combining on- and off-road performance with comfort and style, few bikes come close. MC

Accessories abound. Above, left: An optional GPS-based BMW Navigator II goosenecks onto the handlebar, providing up-to-the-second position information, the distance to the destination and the phone number of a really good physical therapist. (Or perhaps not.) Above, center: A new steel-trellis rear frame is stronger than that of the R1150GS and benefits from new "light" styling. (Yes, it's now possible to use the term "styling" and "R-GS" in the same issue of this magazine.) Above, right: BMW's cheeky Vario luggage changes capacity at the flip of a lever yet is still weatherproof. The passenger seat lifts off to reveal a studly alloy luggage rack.

BMW R1200GS

PRICE	
MSRP	N/A

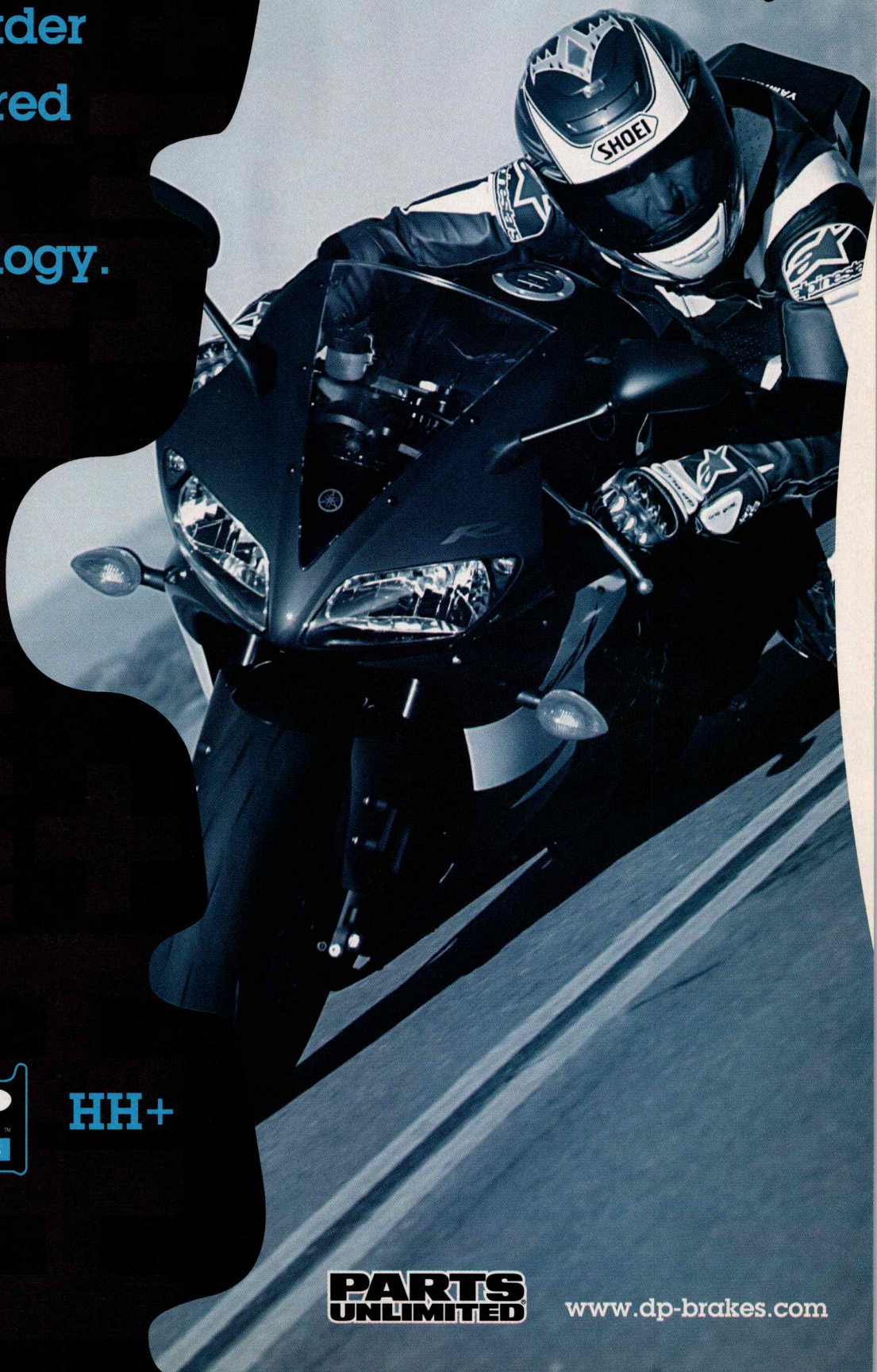
ENGINE	
Type	a/o-c opposed-twin
Valve arrangement	sihc, 8v
Displacement	1170cc
Transmission	6-speed

CHASSIS	
Weight	498 lb. (claimed dry)
Fuel capacity	5.3 gal.
Wheelbase	59.8 in. (1519mm)
Seat height	31.9–35.0 in. (810–890mm)

The First.
The Best.
The Leader in Sintered Braking Technology.

"The pads fit the calipers just right. Seated quickly, didn't squeal, stopped great without fade, worked when wet, produced very little visible brake dust, were easy on the rotors, lasted well and were reasonably priced. What more can you ask of brake pads?"

– Rider Magazine



Ask For

DP BRAKES

HH+

DP CLUTCHES

PARTS UNLIMITED

www.dp-brakes.com

Ninja ZX-10R
Test pilots wanted.
THE LEADING EDGE OF / POWER / PERFORMANCE /
The amazing new Ninja® ZX-10R boasts a power-to-weight ratio **superior** to anything
998ccs of exhilaration, weighing in at just 375 lbs. Seamless throttle response. Slipper clutch,
like carbon fork. All fused together by an unparalleled frame design. **For more information:**

EXHILARATION /
else in its class. 184 horsepower* and
radial-mounted brakes and diamond-
1-800-661-RIDE or kawasaki.com.
Kawasaki
Let the good times roll.
©2001 Kawasaki Motors Corp., U.S.A. *Maximum horsepower (PS) in top gear with Ram air — actual performance may vary. Always wear a helmet, eye protection and proper riding apparel. Never ride under the influence of drugs or alcohol. Adhere to the maintenance schedule in your owner's manual. Specifications subject to change. Professional rider shown on a closed course.

HONDA
2004
CBR

ROAD TEST

CBR1000RR

The most powerful, most sophisticated superbike ever?

Photos By Rich Cox

WHEN HONDA ROLLED THE NOW LEGENDARY RC211V MotoGP bike onto its first grid back in 2002, we all knew we were seeing something audacious, original and unprecedented. What we didn't know was just how ridiculously dominant it would turn out to be. Now, two straight world championships later, the message has floated up through the murk of the crystal ball: Honda didn't just go off in its own odd direction, as it has so many times before. It went in the right direction.

We've said this before, but it's time to say it again. Never before in the history of man's pursuit of speed, technical achievement and sheer adrenaline production has so much performance been available for so little. Automotive obsessives rave on about the performance of Formula 1 cars—but the difference between the multimillion-dollar racers they worship and the machines they drive is like the difference between Pamela Anderson and Louie Anderson.

We have no such problem. In the CBR1000RR we can have the cutting-edge chassis design that set MotoGP racing on its collective ear—not to mention almost three quarters of the power young Dr. Rossi used to blitzkrieg the competition. We can get it with a simply amazing level of rideability and civility—and for less than the price of a stripper Honda Civic. Talk about bang for your buck.

The key to the CBR1000RR, as with the RC211V that inspired it, is in harnessing the awesome power of a modern superbike—making it more accessible, more predictable, more day-in, day-out usable. The key is not the engine, the frame, the longer swingarm or the centralized mass. It's not the Unit Pro-Link rear suspension, not the radial-mount brakes, not the two-stage fuel injection. It's all of that working *together*. To paraphrase a certain retired politician: It's the package, stupid.

After years of making great open-class streetbikes (the CBR900RR, CBR929RR and CBR954RR) that could also be used as racebikes, Honda reversed course for '04, making the CBR1000RR an all-out racebike that could also be used on the street. The reason is simple: People didn't *want* a great streetbike—they wanted the nastiest, fastest, least-compromised rocket they could lay their sweaty carbon-fiber gloves on. So Honda, yet again, relearned the one simple rule of selling motorcycles to Americans: We don't buy motorcycles for sensible reasons. We buy them for crazy, passionate, emotional reasons—or we don't buy them at all.

But a funny thing happened on the way to the racetrack. Honda's commitment to win in the Superbike wars ran head-on into an emerging truth on the racetrack—sheer power is not enough to get you to the podium. It takes everything you've got, in every area of technology, all added together in a carefully blended, perfectly harmonized, artfully constructed symphony. A symphony conducted—and in large part written—by the rider.

Consider the dyno trace of this CBR laid over the curve of last year's superbike king, the awe-inspiring Suzuki GSX-R1000. The Main Number, of course, is peak horsepower, and true to its design brief the Honda comes out on top here: 153.5 for the CBR versus an embarrassing 152.1 for the now-deposed GSX-R. Do you think Honda's engineers had a GSX-R or two to play with when they developed the CBR engine?

Elsewhere in the torque curve the two are essentially identical—until you look between 4000 and 5500 rpm. Here, the Suzuki romps, with as much as a 12.1-horsepower advantage. But after its impressive burst of low-end power the Suzuki's urge drops off just as precipitously, actually losing five horses between 5000 and 5500 rpm. The Honda makes less power than the Suzuki here for a few hundred rpm. But the CBR's power delivery is much smoother, more linear—and much more trustworthy, especially when leaned over in a dirty, bumpy corner. Or on the last laps in the life of a shredded MotoGP rear tire.

The CBR has the most peak power, but is it the quickest? We'll have a more definitive answer when we can test all the

The key to the CBR1000RR, as with the RC211V that inspired it, is in harnessing the awesome power of a modern superbike

As a company founder, Mr. Hirotakē Arai was obviously not typical.

Neither is the helmet company he created.

This is Hirotakē Arai, founder of Arai Helmets.
Hat maker by trade. Visionary. Perfectionist.
Rider. (Pretty good one, too, from the looks of things.)
Shown on his bike in the 1930s before making his first helmet.
Today, his company is still family owned.
Every helmet still handmade, still more comfortable.
Still more advanced.
Arai Helmets.
Experience makes the difference.
Reap the benefits.

ARAI HELMETS ARE WORN BY MORE FORMULA-1, INDY CAR, NASCAR®, AND MOTORCYCLE RACING HEROES AND CHAMPIONS THAN ANY OTHER.

Arai HELMETS®

SEE THE ENTIRE LINE AND FIND YOUR NEAREST DEALER AT < www.araiamericas.com >. OR CALL OUR AUTOMATED TOLL-FREE DEALER LOCATOR: 1-800-656-2425. For a copy of Arai's new 22-page color catalog, plus an Arai Sticker Pak, please send $4.00 in cash or stamps ($5.00 U.S. Currency if outside U.S.) to: Arai Helmets, Ltd., Dept. 2425, P.O. Box 9485, Daytona, FL 32120. Specifications subject to change without notice.

contenders on the same day. But for now, the CBR gets through the quarter-mile traps a couple tenths behind the best GSX-R1000 and YZF-R1 times we've run. Our CBR had an abrupt clutch that made it problematic to launch; it either wanted to spin its Pirelli Diablo to smoke or stand up like a dancing bear. That and the Honda's 20-something pounds of extra weight conspired to keep it stuck at 10.24 seconds, with a 140.09-mph terminal speed. The Honda's kinder, gentler torque curve also hurt it in the 60–80-mph top-gear roll-on; its best was 3.07 seconds, but we've seen GSX-R1000s and YZF-R1s run consistent 2.7s. Dominant power? Not really. Usable, predictable power? Oh, yes.

The early buzz about the RC211V focused, quite naturally, on its thoroughly unconventional V-five engine. But what's hard to accomplish is getting all that horsepower to the asphalt and doing it in a way that keeps the tires—and the rider's brain—from frying in the attempt. The RC211V was remarkable as much for its innovative chassis layout, centralized mass and exceptionally long swingarm as for its radical powerplant. We've spent two years marveling at what Honda hath wrought on the racetrack. And now, in the CBR1000RR, we get to feel it for ourselves—and do it on the way to the Quickie Mart.

Cheers & Jeers

HONDA CBR1000RR

Engine	**10**	*The most—and the most ridable*
Drivetrain	**8**	*Great shifting, but a bit of lash*
Handling	**9**	*Quick, crisp, stable, reassuring*
Braking	**10**	*Don't get no better*
Ride	**8**	*Great balance of carving and compliance*
Ergonomics	**8**	*Weight is on legs, not wrists*
Features	**8**	*Electronic steering damper works*
Refinement	**10**	*The Lexus of literbikes*
Value	**10**	*World's best, for 11 large*
Fun Factor	**10**	*The best 153-hp friend you'll ever have*

verdict: *Will the CBR1000RR be king for a day—or a year? Only Kawasaki and Yamaha know for sure.*

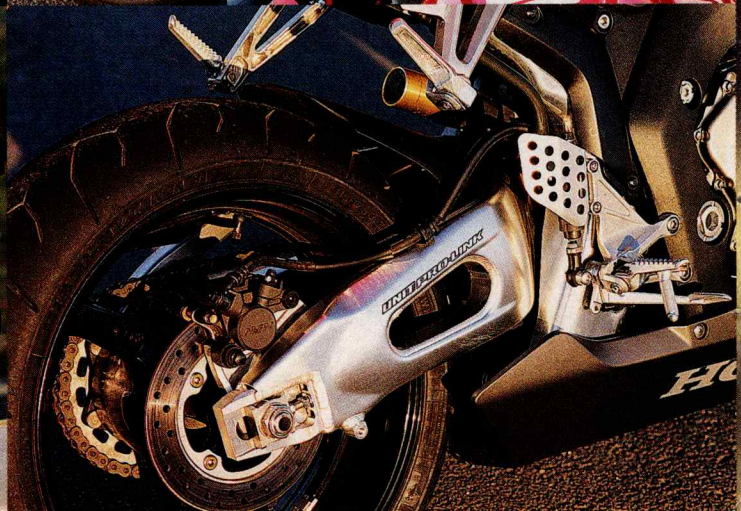
A quick technology review for those few who missed Herr Boehm's racetrack-based first ride piece in our April '04 issue. The CBR uses an all-new, highly compact inline-four engine, with its crank and transmission shafts triangulated to shorten its overall length. The shorter, narrow-bore, more upright engine makes room for a longer swingarm, which minimizes the suspension-stiffening effects of chain torque under power and also reduces the forces contributed by swingarm angularity. Translation: The short-engine/long-swingarm design makes the chassis less sensitive to changes in throttle, power output and traction, giving the rider a more stable, more predictable platform—especially when driving out of a corner at the limit. It also puts more mass over the front wheel for better turn-in with the power off and enhanced steering at corner exits with the power on. Making the engine and fuel tank shorter also allowed the designers to shove the rider forward, increasing comfort and front-end bite even more.

Centralizing the machine's mass makes it more responsive—and more dynamically stable—at the same time. Concentrating the big, heavy lumps—the engine, transmission, fuel and rider—in the middle makes it easier to change direction on cue. But bumps, slides, wheelies and other disturbances will inevitably try to deflect the bike from its intended line. Concentrated mass gives the tires effectively longer lever arms to quickly correct deviations without generating excess angular momentum that can result in a reactive oscillation—a wobble. Light but exceedingly stiff frame, fork and brake designs, working with carefully tuned suspension pieces and an innovative, speed-sensitive, electronically tuned steering damper, make the CBR rider's job a lot easier. At least in theory, that is.

Boehm reported on the CBR's racetrack performance last month, but here's a summary: highly responsive, low-speed flickability wedded to rock-solid high-speed stability. Impressive feel and grip, especially when cornering at serious lean angles. All-around, a very usable, confidence-inspiring package, able to put down the power early in turns, and with enough top-end horsepower to make serious lap times. Scary fast? No. Fast fast? Uh huh.

But how does it work out here in the real world, you ask? Pretty gosh-darn swell, as it turns out. The riding position is quite a bit more radical than the CBR954RR's, for example, with its clip-ons more than two inches lower and its pegs a bit higher and more rearward. But the stance still leaves you with your weight balanced on your feet, not your wrists, and you're

Clockwise from right: The radial-mount Tokico brakes set a new standard; the HESD steering damper is speed-sensitive; the long, strong swingarm aids in stability and grip; handling is 600-sharp at lower speeds, race-bike steady at triple digits; the underseat exhaust is beautifully integrated into the bodywork.



More Choices Faster Shipping Lower Prices

FREE CATALOGS

WORLD'S BIGGEST AND BEST SOURCE FOR PARTS AND ACCESSORIES FOR YOUR METRIC BIKE

- ✔ We Stock Every Item Shown
- ✔ Free Freight/48 States on orders of $100 or more
- ✔ Same-Day Shipping
- ✔ 30 Years' Dependable Service
- ✔ Satisfaction Guaranteed

REAL PEOPLE ANSWER OUR PHONES...NOT MACHINES
24 HOURS A DAY/7 DAYS A WEEK

800-328-9280

VISIT US ON-LINE AT www.denniskirk.com

Guaranteed Lowest Prices!

$1 OFF EVERYONE ELSE'S DEAL!

If any current ad offers a better deal on tires, helmets or exhaust systems (including freight, handling and C.O.D. charges), we'll beat it by a buck!

OUTLET DENNIS KIRK. Store

www.denniskirkoutlet.com

This site offers recently discontinued items at bargain, closeout prices. All items are new and in perfect condition – satisfaction guaranteed.

MC

DENNIS KIRK.

www.denniskirk.com

This is our main site and has all of our complete catalogs on-line. Over 100,000 items in stock are ready to ship the same day you order!

SCRATCH DENNIS KIRK AND DENT

www.dkebay.com

This site auctions items that have been returned and may be scratched, dented or not in the original package. New products go on-line nearly every day.

able to move back and forth and side to side more easily than on, say, an '03 Yamaha YZF-R1.

Control feel is typically Honda: light, smooth and impressively harmonized. The engine revs quickly and is smoother than a GSX-R1000's. It's built for the track, but that didn't stop Honda from making it a highly refined streetbike in the bargain.

At lower speeds the biggest CBR feels refreshingly light and nimble, almost 600ish. Although the CBR outweighs its Suzuki and Yamaha literbike competition by a good 20 pounds, you'd never know it from the saddle: its electronic steering damper stays out of the picture at lower velocities, letting the steep frame geometry and concentrated mass do their responsiveness thing. Suspension action is amazing. Firm low-speed compression and well-controlled rebound damping keep the chassis utterly stable over bumps and in hard acceleration and braking, without the high damper-speed harshness that usually intrudes when the bumps get sharp. Bumps and holes that would make you cringe on less refined race replicas float under the Honda without drama. Softness, slop and imprecision are the prices we usually pay for this kind of suspension compliance, but the CBR feels like a solid billet of unobtanium; amazingly rigid, but able to quell almost any unwanted motion seemingly before it gets started.

The result is gratifyingly quick response, arm in arm with ever-growing confidence. A quick twist at the bar levers the CBR over into turns with impeccable grace, and spot-on steering geometry lets you trail-brake in with only minimal brake-induced stand-up. The brakes themselves are wonderful; low effort, excellent initial bite and seemingly bottomless reserves of power. And the incredibly stable chassis encourages you to trust these lovely binders like a carrier pilot trusts his arrestor hook.

Most literbikes come into their own on faster roads and wide-open racetracks, but the CBR is equally impressive on slow, snotty switchbacks—the kind of terrain that usually makes you wish for the upright stance and added handlebar leverage of a naked bike. The linear, happily predictable power lets you dial up exactly what you need when you need it, and the stiff yet beautifully damped chassis lets you throw your weight around without unwanted wiggles or wobbles.

Let's see. The most peak power in the class. A smooth, highly refined engine with wonderfully linear response. A precedent-shattering chassis that makes good riders feel great and great riders feel omnipotent. Some of the best suspension and braking performance we've ever experienced. A riding position that's great in the twisties and on the racetrack, and mostly livable in town. And a pedigree that includes winning every MotoGP championship ever contested.

Can it really be that good? Yeah, it can. Yamaha? Kawasaki? Suzuki? Let's see what you've got.

The CBR feels like a solid billet of unobtanium; amazingly rigid, but able to quell almost any unwanted motion seemingly before it gets started

$25@1.99% PER MONTH FIXED APR ON APPROVED CREDIT ON SELECT SUZUKI MOTORCYCLES

OR

$300 IN YOSHIMURA BUCKS

ON 2003 OR OLDER GSX-R1000 & BANDIT 1200S

GSX-R1000

Own The Racetrack

Professional rider on racetrack.

SUZUKI

CALL 1-800-828-RIDE TO LOCATE YOUR LOCAL SUZUKI DEALER OR VISIT US ON THE WEB AT WWW.SUZUKI.COM. At Suzuki, we want every ride to be safe and enjoyable. So always wear a helmet, eye protection and protective clothing. Never ride under the influence of alcohol or other drugs. Study your owner's manual and always inspect your Suzuki before riding. Take a riding skills course. For the course nearest you call the Motorcycle Safety Foundation at 1-800-446-9227. Suzuki engineered the GSX-Rs for experienced riders. Suzuki firmly believes racing belongs in one place – on the racetrack. Credit Card Offer: Offer is subject to credit approval by GE Capital Financial, Inc. Applies to purchases of all Suzuki Sport Bikes made between 1/2/04 and 3/31/04 on a Suzuki Credit Card account. $25 minimum monthly payment is for first 12 months at 1.99% APR. After 12 months, standard account terms apply. If minimum monthly payments on any other balances on your account (including optional insurance charges) are not paid when due, all special promotional terms may be terminated. Standard account terms apply to non-promotional purchases and, after promotion ends, to your promotional purchases. Standard account terms are: Fixed APR is 17.9% as of 1/2/04. Fixed APR of 24.75% applies if payments are more than 30 days late. Minimum payments of 3% of balance or $10, whichever is greater. Minimum finance charge is $1.00 ($.50 in IA). Offers end 3/31/2004. ©2004 American Suzuki Motor Corporation.

Off the Record

boehm
Age: 41
Height: 6 ft.
Weight: 225 lb.
Inseam: 32 in.

One of the most difficult things to get *right* when developing an all-new sportbike—especially one designed to get around a racetrack more quickly than its competition—is its suspension settings. Get 'em too taut and, while the bike may work fine on a smooth circuit, its ride is likely to be jarring and harsh on-road. Leave 'em too compliant and the bike loses the high-speed, hard-braking chassis composure it needs to cut quick laps. All of which means the Honda development folks, both here and in Japan, deserve big-time kudos for their work on the CBR1000RR's legs. Honestly, I've not ridden an open-class sportbike that combines such bolted-to-the-road stability and composure with this level of daily ride compliance. Class-leading horsepower and the bike's truckload of MotoGP technology just sweeten the deal. Yeah, yeah, it's 20-some pounds heavier than the GSX-R1000—and, most likely, the new YZF-R1 and ZX-10R. But I don't care. It's a *streetbike*, and if power-to-weight were all that were important, we'd all be riding Y2K Turbine bikes. If your ego demands you only be seen riding the lightest open-classer of 2004, you'll miss out on one of the neatest sportbike experiences since the mighty CB750 first arrived on U.S. soil. *—Mitch Boehm*

ford
Age: 50
Height: 6 ft.
Weight: 235 lb.
Inseam: 32 in.

When Honda set out to build the RC211V, the bike that inspired the CBR, it knew it'd be dealing with 240 freakin' horsepower. So, unlike its competition, Honda concentrated on making it as ridable as possible.

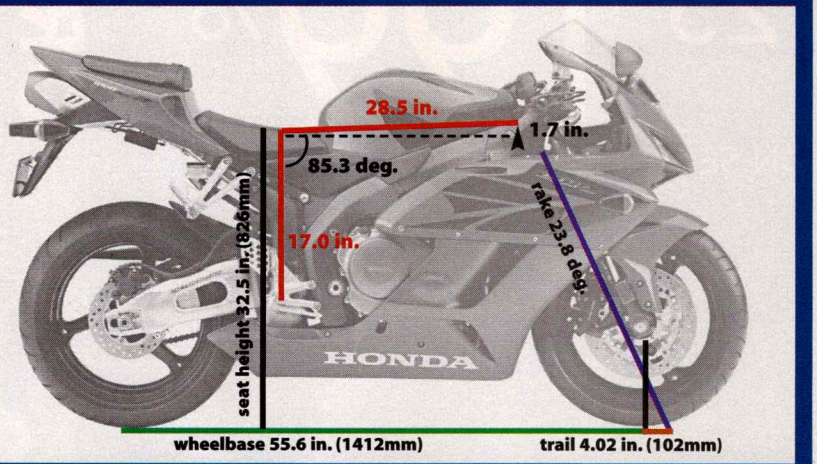
If you watch MotoGP, you've watched Dr. Rossi shadow his challenger *du jour* until the last few laps—and then walk away like Russell Crowe fleeing the paparazzi. Rossi can go as fast as anybody, and do it with the crucial reserves of tire, bike and brainpower that let him turn it up whenever he wants.

I just reread Alan Cathcart's ride review of the RC211V. And everything he said about the racer applies to the CBR. He said it was so ridable, so well-integrated, so refined that he could find nothing to criticize.

Literbikes are hard to ride. I remember Kevin Schwantz telling me he'd rather ride the GSX-R750 at Willow—because the GSX-R1000 intimidates him. And Eddie Lawson telling me there might be a few people who can ride an R1 to its potential on the street—but that he wasn't one of them. Now I don't feel so bad.

The CBR1000RR is the ultimate expression of high-speed democracy. It brings power to the people, in a package that lets us use more of it, more of the time, than ever before. *—Dexter Ford*

Honda CBR1000RR



MSRP	$10,999
Warranty	12 months, unlimited miles
Colors	black, metallic silver/black, red/black

ENGINE

Type	I-c inline-four
Valve arrangement	dohc, 16v
Bore x stroke	75.0 x 56.5mm
Displacement	998cc
Compression ratio	11.9:1
Carburetion	electronic fuel injection 44mm throttle bodies
Transmission	6-speed
Final drive	#530 chain

details, details...

- Perfectly linear power
- Steering damper disappears at slow speeds
- Most ridable literbike ever
- Me-too styling: almost indistinguishable from the 600
- Drivetrain clunks roil the reverie
- 20 pounds too heavy, but you may never notice

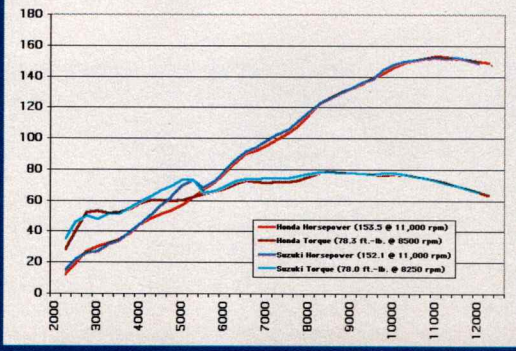
CHASSIS

Frame	aluminum-alloy twin spar
Weight	466 lb. (wet) 437 lb. (fuel tank empty)
Fuel capacity	4.8 gal.
Suspension, front	43mm inverted cartridge fork adjustable for spring preload, compression and rebound damping
Suspension, rear	single shock adjustable for spring preload, compression and rebound damping
Brake, front	dual four-piston calipers, 310mm discs
Brake, rear	single two-piston caliper, 220mm disc
Tire, front	120/70ZR17 Pirelli Diablo Corsa
Tire, rear	190/50ZR17 Pirelli Diablo Corsa

PERFORMANCE

Corrected 1/4-mile*	10.24 sec. @ 140.09 mph
0–60 mph*	2.92 sec.
0–100 mph*	5.41 sec.
Top-gear roll-on, 60–80 mph*	3.07 sec.
Correction factors (time/speed)*	0.984/1.017
Power-to-weight ratio**	4.14 lb./hp
Fuel mileage (low/high/average)	29/37/33
Cruising range (exc. reserve)	127 miles

HORSEPOWER/TORQUE



dyno chat

Honda sought (and desperately needed) power parity with the 2004 GSX-R1000—and got it. Except for a curious hump in the Suzuki's torque curve around 5000 rpm, it and the CBR could have been separated at birth.

*Performance with test-session weather conditions corrected to sea-level standard conditions (59 degrees F, 29.92 in. of mercury)

**Wet weight plus 170-lb. rider divided by measured horsepower

SIDI
MADE IN ITALY

ARMY OF ONE

*Vertebra2 also offered in waterproof and vented versions. (black only)

Call toll free to order or for the location of your nearest stocking SIDI dealer.

Motonation

1-877-789-4940

www.motonation.com

GREAT QUALITY GREAT POWER GREAT SOUND

Scorpion

NEW 2004 PERFORMANCE SILENCERS

AVAILABLE NOW

Rider pictured: Shaun, CEO Scorpion UK

04 TITANIUM

>> 04 SYSTEMS

All the latest '04 machinery including Aprilia, Ducati, Honda, Kawasaki, Suzuki and Yamaha

Please call for further details

GREAT SOUND
NEW ONLINE SOUND ZONE
WWW.SCORPION-EXHAUSTS.COM

Ask your dealer to call: 800 325 3673

HAND CRAFTED IN THE UK - GUARANTEED FOR LIFE

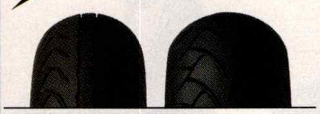
Motorcycle Stuff
A COMPANY OF GLOBAL

TIRE PACKAGES

NO HIDDEN HANDLING CHARGES
Check the total price of shipping to your door first, and see where the real savings begin.

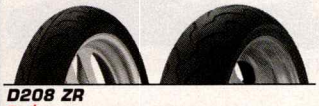
SAVE UP TO $175* *RETAIL PRICES, DUNLOP D208ZR

DUNLOP SUPERIORITY



D220 SPORT RADIAL
Package

120/70ZR 17 Front
180/55ZR 17 Rear $179.97
120/70ZR 17 Front
160/60ZR 17 Rear 173.97
120/70ZR 18 Front
170/60 ZR 17 Rear..... 177.97
120/70ZR 18 Front
160/60ZR 17 Rear 175.97
120/70ZR 17 Front
170/60ZR 17 Rear..... 175.97



D208 ZR
Package

120/60ZR 17 Front
190/50ZR 17 Rear $210.97
130/70ZR 16 Front
180/55ZR 17 Rear 192.97
120/60ZR 17 Front
160/60ZR 17 Rear 184.97
120/60ZR 17 Front
170/60ZR 17 Rear 187.97
120/60ZR 17 Front
180/55ZR 17 Rear 192.97
120/70ZR 17 Front
170/60ZR 17 Rear 189.97
120/70ZR 17 Front
180/55ZR 17 Rear 194.97
120/70ZR 17 Front
190/50ZR 17 Rear 212.97
120/70ZR 17 Front
200/50ZR 17 Rear 229.97

D250
Package

130/70R 18 Front
180/60R 16 Rear..... $226.97

K491 ELITE® 2
Package

130/70HB 18 Front
160/80HB 16 Rear $205.97

BRIDGESTONE

BT020 SPORT TOURING RADIAL
Package

120/60ZR 17 Front
160/60ZR 17 Rear $175.97
120/60ZR 17 Front
160/70ZR 17 Rear 191.97
120/60ZR 17 Front
180/55ZR 17 Rear 191.97
120/60ZR 17 Front
190/50ZR 17 Rear 210.97
120/70ZR 17 Front
190/50ZR 17 Rear 212.97
120/70ZR 17 Front
180/55ZR 17 Rear..... 194.97
120/70ZR 17 Front
170/60ZR 17 Rear 183.97
120/70ZR 18 Front
170/60ZR 17 Rear 186.97
120/70ZR 18 Front
160/70ZR 17 Rear 197.97

BT010 HIGH PERFORMANCE RADIAL
Package

120/70ZR 17 Front
170/60ZR 17 Rear $191.97
120/70ZR 17 Front
180/55ZR 17 Rear 194.97
120/70ZR 17 Front
190/50ZR 17 Rear..... 212.97
120/70ZR 17 Front
200/50ZR 17 Rear 225.97
120/60ZR 17 Front
160/60ZR 17 Rear 185.97
120/60ZR 17 Front
170/60ZR 17 Rear 188.97
120/60ZR 17 Front
180/55ZR 17 Rear 192.97
120/60ZR 17 Front
190/50ZR 17 Rear 210.97
120/65ZR 17 Front
180/55ZR 17 Rear 192.97
130/70ZR 16 Front
180/55ZR 17 Rear 194.97

BATTLAX BT012 SS
Package

120/70ZR 17 Front
190/50ZR 17 Rear $213.97
120/70ZR 17 Front
180/55ZR 17 Rear 195.97

FREE* SHIPPING

ON ORDERS OVER $100 IN THE LOWER 48 STATES
*Free shipping promotion excludes upgraded shipping options, chemicals, lubricants, tires, tire/wheel pkgs. & oversized items. New shipping rates for tires:
$6.00 ea. for motorcycle tires, $26.00 a pkg. for ea. ATV tire/wheel pkgs. under 22"
$38.00 a pkg. for ea. ATV tire/wheel pkg. 22" and over, $10.00 ea. for single ATV tires under 22"
$16.00 ea. for single ATV tires 22" and over
Oversized pkgs. will be charged UPS actual shipping rate as determined by size of package.
A $6.00 shipping charge will apply to all orders under $100.

CHENG SHIN

C906
Front

80/100H-18 .... $25.99
120/80H-16 ..... 39.99
90/90-18 ..... 30.99
100/90-18 ..... 33.99
100/90H-19 ..... 32.99
110/90H-19 ..... 39.99

C907
Rear

130/90H-15 .... $42.99
140/90H-15 ..... 48.99
120/90-16 ..... 41.99
130-90H-16 ..... 42.99
140/90H-16 ..... 50.99
150/80H-16 ..... 51.99
130/90H-17 ..... 47.99
90/90-18 ..... 26.99
110/90-18 ..... 33.99
120/90-18 ..... 44.99
130/90-18 ..... 49.99
120/80-18 ..... 42.99
130/80-18 ..... 49.99

METZELER®

ME 880
Front

130/90H-16 .... $99.97
150/80H-116 ... 112.97
120/70VB-17 .... 96.97
120/70VR-17 .... 106.97
120/80V-17 .... 110.97
100/90H-18 ..... 89.97
110/90H-18 ..... 89.97
120/90HB-18 ... 104.97
130/60VR-18 ... 157.97
130/70HB-18 ... 116.97
100/90H-19 ..... 90.97
110/90H-19 ..... 94.97
80/90H-21 TT.... 87.97
90/90H-21 ..... 89.97

Rear

140/80HB-15 .. $122.97
140/90HB-15 ... 117.97
150/80VB-15 ... 127.97
150/90HB-15 ... 129.97
170/80HB-15 ... 136.97
180/70HB-15 ... 136.97
130/90HB-16 ... 111.97
140/90HB-16 ... 122.97
160/80HB-16 ... 145.97
160/70VB-17 ... 121.97

Tireflys

TIREFLYS PRO VALVE CAP
Motion activated valve stem lights for your wheels. Better night visibility. Blue, Red, Green.
$15.95

ACCU-GAUGE
Air Pressure Gauge $14.99

MICHELIN

A50/M50/50E
A50 Front

110/90V-16* ... $74.97
120/80V-16* 78.97

50E

110/70H-17 .... $67.97
110/80H-17 ..... 67.97
110/80V-17 ..... 76.97
120/70V-17 ..... 81.97
120/70V-17 ..... 81.97
90/90H-18 ..... 70.97
100/90H-18 ..... 71.97
100/90V-18 ..... 77.97
110/80H-18 ..... 68.97
110/80V-18 ..... 78.97
110/90V-18 ..... 81.97
100/90V-19 ..... 77.97
100/90H-19 ..... 68.97
3.25-H19 ..... 62.97

M50 Rear

150/90V-15 .... $73.97
130/90V-16 ..... 92.97
150/80V-16 ..... 97.97
130/70H-17 ..... 83.97
130/90V-17 ..... 95.97
140/80V-17 ..... 96.97
150/70H-17 ..... 90.97
150/70V-17 ..... 97.97
160/70V-17 .... 114.97
110/90H-18 ..... 76.97
4.00H-18 ..... 77.97
120/90H-18 ..... 83.97
120/90V-18 ..... 87.97
130/70H-18 ..... 82.97
130/80V-18 ..... 93.97
*HPX

COMMANDER
Front

MT90H-16 TL $76.97
130/90H-16 TL ... 82.97
150/80H-16 TL ... 88.97
100/90H-18 TL ... 67.97
110/90H-18 ..... 70.97
120/90-18 TL 72.97
90/90H-19 TL 60.97
3.00-H19 TL 54.97
100/90H-19 TL ... 68.97
110/90H-19 ..... 72.97
MH90H-21 TL 71.97

Rear

140/90H-15 TL .. $90.97
150/90H-15 TL ... 94.97
170/80H-15 TL .. 106.97
MT90H-16 TL..... 86.97
150/80H-16 TL ... 91.97
130/90H-16 TL ... 86.97
140/90H-16 TL ... 89.97

TX15/TX25 STREET
TX15 Front

120/70ZR-17 .. $117.97

TX25 Rear

190/50ZR-17 .. $158.97

A59X/M59X HI-SPRT
A59X Front

130/60ZR-16 ... $99.97

M59X Rear

160/60ZR-16 .. $120.97

MICHELIN

PILOT ROAD
Front

110/70ZR17.... $79.97
120/60ZR17..... 79.97
120/70ZR17..... 81.97
110/80ZR18..... 81.97

Rear

180/55ZR17... $109.97
150/70ZR17..... 99.97
160/60ZR17..... 99.97
170/60ZR17.... 101.97
190/50ZR17.... 121.97
160/60ZR18..... 99.97

PILOT SPORT
Front

130/70ZR-16 ... $99.97
110/70ZR-17 .... 99.97
120/60ZR-17 .... 99.97
120/65ZR-17 ... 102.97
120/70ZR-17 ... 102.97
120/70ZR-17* .. 115.97

Rear

150/60ZR-17 .. $123.97
160/60ZR-17 ... 125.97
170/60ZR-17 ... 128.97
180/55ZR-17 ... 129.97
180/55ZR-17* .. 179.97
190/50ZR-17 ... 156.97
190/50ZR-17* .. 179.97
200/50ZR-17* .. 183.97
*HPX

KRYPTONITE

NY 3000

LOCKS
Kryptonite

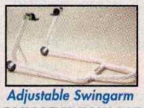
NY 3000 ..... $54.97
Barbed Wire EV
15mm diam..... 25.97
20mm diam..... 38.97
NY Chain 5.5ft ... 89.97
NY Chain 3ft..... 54.97
Krypto Disco..... 12.97
Krypto Cable IV... 12.97
30' Cable..... 15.97
NY Disc- Yel..... 49.97
Disc Locks..... 25.97
EV Disc Lock..... 27.97
Hard Wire Cable
15mm 32.97
20mm 40.97

Xena

Alarm Disc- Yel .. $46.97
Alarm Disc- Chrm . 51.97

Permanent Wheel Chocks

POP CHOCKS
Prmnt Whl Chks.. $23.99
Pop Chocks..... 38.99



Adjustable Swingarm

LOCKHART PHILLIPS
Front Stand..... $89.99
Adj. Swingarm Stand Series II... 66.97

We apologize for any errors and reserve the right to correct them. We are not obligated to sell items at mismarked prices. Pricing does not include shipping. Sale prices are for mail order only. Prices may vary in store.

www.800-841-2960.com

CHAPARRAL MOTORSPORTS.COM

Western Union Quick Collect - For Western Union Payments
1. Wire Money - Quick Collect4. Reference # - Name of Customer
2. Call Salesman and Confirm 5. Acct# - Salesman Name
3. City Code - Factory, CA

555 South 'H' Street. San Bernardino, CA 92410 - 24 Hour Fax 909-884-3183 - Toll Free Fax 800-841-4261 - Local Order 909-889-2761 - Free Catalog www.chaparralmotorsports.com

2238C

Ad Code 0404MC valid March 1 - April 15, 2004.

CLYMER

CLYMER MANUALS
from $18.97

Battery Tender Jr.

BATTERY TENDER
12v.....$34.97
JR. 12v.....19.97
M/C Enterprises Battery Jumper Cable.....10.99

PROGRESSIVE® SUSPENSION TIRE REPAIR KITS
Kits include CO2 cartridges.
Tubeless Kit $21.99
Tube Type Kit.....20.99
Tube/Tubeless Kit.....32.99

CRUISE CONTROLS
Vista Cruise $17.99
NEP Cruise 15.99

EZ-UP® SHELTERS
Dome II™ $129.99

GOGGLES
Max Extreme.....$24.95
Max 360 .....18.95

MOTORCYCLE BEAD BREAKER
$37.99

LP USA LIGHT LIDS
from $17.99

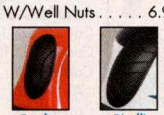
TAILLIGHT INTEGRATOR KIT
Lighten your tail. Get a sleek new look with the Integrator Kit. Intergrates the rear turn signals with the factory tail/brake assembly.
$44.99

LOCKHART PHILLIPS USA

Smoke

LOCKHART PHILLIPS

Speed Screens Smoke & Clear	$37.99
Drk Smke & Colors	46.99
V2 Spedscren	from 53.99
Univ. Cafe Fairing	40.99
Titanium Muflr Brckt	65.99
Carbon Muffler Brckts.	from 44.99
Carbon Gauge Panel	from 17.99
Carbon Case Cover	from 40.99
Carbon Tank Guards	33.99
Carbon Triple Tree Cover	17.99
Adj.Swingarm Stnd	69.99
Front Stand	84.99
Pop Chocks	38.99
Alum. Chain Guard	from 35.99
Glasmask Tank Tops.	from 31.99
Flush Mnt. Marker Lights	from 12.99
Anodized Screws W/Nuts	3.99
Anodized Screws W/Well Nuts	6.99



Dunlop Pirelli

"TREAD" PADS
Dunlop D207 .... $17.99
Pirelli Dragon 17.99
Metzeler Mez1 .... 17.99
Bridgestone Bttlx ... 17.99

One Piece

TANK PROTECTORS
One-piece $11.99
Two-piece 11.99
Three-piece 14.99

CLEAR TAILLIGHTS
$53.99

TRICK KIT
Relocation Kit
from $62.99

BAR ENDS
from $7.99

Starboyz FTP

VIDEOS

Starboyz FTP	$19.99
Starboyz FTP2	19.99
Starboyz FTP3	19.99
Starboyz 2 1/2	19.99
Careless & Imprdnt.	19.99
Bad Ideas	19.99

LOCKHART PHILLIPS USA

Mini Amber Flush Small Amber Flush

FLUSH MOUNT IV WITH FULL LENS

Mini Sngle Filmnt	$14.99
Small Sngle Filmnt	17.99
Med Sngle Filmnt	17.99
Lg Dual Filmnt	18.99

MARKER LIGHT FLUSH MOUNT II W/LENS
Single or Dual Filament.

Black/Amber	$16.99
White/Amber	16.99
Black/Smoke	16.99
White/Smoke	16.99

MARKER LIGHT FLUSH MOUNT III WITH FULL LENS
Single or Dual Filament.

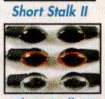
Amber	$12.99
Clear	12.99
Smoke	12.99

FLUSH MOUNT V
Single Filament.

Amber	$14.99
Smoke	13.99
Clear	14.99
Iridium	14.99

Short Stalk II

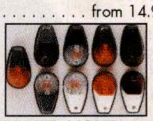
Short Stalk I



Short Stalk III

SHORT STALK STYLE MARKER

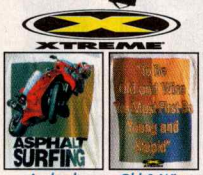
SSI 3"x1.5"	from $10.99
SSII 3 .5"x1.75"	from 12.99
SSIII 2.5"x1.5"	from 14.99



MARKER LIGHT FLUSH MOUNT I BODY W/LENS
Single or Dual Filament.

Black/Amber	$12.99
White/Amber	12.99
Black/Smoke	12.99
White/Smoke	12.99
Black/Clear	15.99
White/Clear	15.99
Carbon/Amber	15.99
Carbon/Smoke	17.99
Carbon/Iridium	17.99
Carbon/Clear	from 16.99

NELSON RIGG
2-pc Rainsuit
$34.99



Asphault Old & Wise

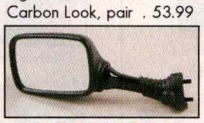
XTREME
T-shirts..... from $17.95

7/8" BILLET BAR-END MIRROR

Large	$57.99
Small	35.99

CBR MIRROR

Left	$26.99
Right	26.99
Carbon Look, pair	53.99



Rectangular Style

GSXR MIRROR
pair $26.99

K&N AEROSOL RECHARGER KIT
$10.99

K&N OIL FILTERS
Performance gold oil filters.
from $4.99

OEM AIR FILTERS
from $22.99

Best Prices available thru Chaparral

AC-2-Silver AC-3-Candy Red AC-11 Yellow AC-11-Black

AC-2

Silver	$104.99
Wineberry	104.99
Flat Black	99.99
Black	99.99
White	99.99

AC-3

Pearl White	$134.99
White	129.99
Candy Red	134.99
Wine	134.99
Silver	134.99
Black	129.99
Flat Black	129.99

HJC HELMETS

AC-11	from $189.99
CL-12 Full-Face	from 149.99
FG-2 2-Tone	114.99
FG-2 Half	from 99.99
FG-2 Leather	139.99
FG-23 Open	from 99.99
FG-C Youth	79.99
FG-3K Touring	from 119.99
CS-12	from 99.99

HELMET ACCESSORIES

Ocelot Deluxe

HELMET BAGS
Ocelot
Helmet Sack $9.99
Deluxe Helmet Bag 15.99
HJC
Helmet Sack $3.99
Helmet Bag.....20.99
Helmet Lock.....14.99

HELMET LOCK
$14.99

CHATTERBOX
HJC-2002
Security . . . sale $59.97

TROY LEE DESIGNS
Stabilizer
from $16.99

FREE* SHIPPING

ON ORDERS OVER $100 IN THE LOWER 48 STATES
*Free shipping promotion excludes upgraded shipping options, chemicals, lubricants, tires, tire/wheel pkgs. & oversized items. New shipping rates for tires:
$6.00 ea. for motorcycle tires, $26.00 a pkg. for ea. ATV tire/wheel pkgs. under 22"
$38.00 a pkg. for ea. ATV tire/wheel pkg. 22" and over, $10.00 ea. for single ATV tires under 22"
$16.00 ea. for single ATV tires 22" and over
Oversized pkgs. will be charged UPS actual shipping rate as determined by size of package.
A $6.00 shipping charge will apply to all orders under $100.

We apologize for any errors and reserve the right to correct them. We are not obligated to sell items at mismarked prices. Pricing does not include shipping. Sale prices are for mail order only. Prices may vary in store.

www.800-841-2960.com

CHAPARRAL MOTORSPORTS.COM

Western Union Quick Collect - For Western Union Payments
1. Wire Money - Quick Collect4. Reference # - Name of Customer
2. Call Salesman and Confirm 5. Acct# - Salesman Name
3. City Code - Factory, CA

555 South 'H' Street. San Bernardino, CA 92410 - 24 Hour Fax 909-884-3183 - Toll Free Fax 800-841-4261 - Local Order 909-889-2761 - Free Catalog www.chaparralmotorsports.com

2239C

Ad Code 0404MC valid March 1 - April 15, 2004.

SPECIAL!

GERICKE

Red/ Black

Grey/ Black

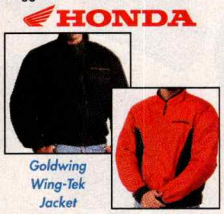
Blue/ Black

GERICKE® LEATHER

Tribal Jacket $199.99

Suggested retail $399.95

HONDA



Goldwing Wing-Tek Jacket

Air-Tek Mesh Jacket

Goldwing Perforated Leather Glove

Summer-Weight Leather Glove

Perforated Leather Glove

HONDA® BY HEIN GERICKE

Air-Tek Mesh Jckt . . $143.99
Goldwing Leather Gloves 39.99
Goldwing Perforated Leather Gloves 38.99
Goldwing Wing-Tek Jacket 134.99
Mill. Goldwing Jckt. . 121.99
Summer-Weight Leather Gloves 39.99
Perforated Leather Gloves 38.99
Track Jacket 111.99

OXTAR

Matrix Gore-tex

TCS Evo TI Black/Silver

OXTAR BOOTS

Matrix $144.99
Matrix Gore-tex. . . . 197.99
TCS Evo TI 269.99
TCS 202.99

Spider Jacket

Venom Mesh Jacket

HT Tribal Jacket

GERICKE® TEXTILE

Edge Nylon Mesh Jacket . . . $134.99
HT Tribal Jacket. . . 202.99
Moto-Mesh Pant . . 125.99
Spider Jacket 134.99
Venom Mesh Jckt. . 125.99

Yuma

Competition

Anza

Chrome Vento

Mesh Sport Black/Silver

Vento

GERICKE® GLOVES

Anza. $44.99
Competition 80.99
Chrome Vento 71.99
Mesh Sport 35.99
Montana Wmn's. . . 35.99
Tribal 44.99
Vento 62.99
Wyoming 39.99
Yuma 26.99

OCELOT RACING

Tailbag

QR 12Ltr Tankbag

OCELOT BAGS

QR 18Ltr Bag $52.97
12x8.25x-11.25x8.5
QR 24Ltr Tankbag . .57.97
14x10x9.25
Mag. 12Ltr Tnkbag .45.97
12x6x4.25
Tailbag 39.97
12x9.5x6.5
QR 12Ltr Tnkbag . .32.97
12x6x4.25

OLYMPIA SPORTS

#106 Bolo

#4650 Ultima

#4350 All Season Men's & Ladies

#105 Ladies Lady Rider

OLYMPIA GLOVES

#105 Ladies Lady Rider $25.99
#106 Bolo 22.99
#4650 Ultima. 67.99
#4350 All Season Men's & Ladies . . . 53.99

FIRSTGEAR

Mesh-Tex Jacket

Clutch 2-Piece Rain Suit

Rainman Jacket

Speed Jacket Yellow/ Black

Kilimanjaro II Jacket

FIRSTGEAR APPAREL

Clutch 2-Piece Rain Suit $28.95
HT Overpant. 161.99
Kilimanjaro II Jkt . . 292.99
Mesh-Tex Jacket . . 125.99
Rainman Jacket. . . . 66.99
Rainman Pant. 49.99
Speed Jacket 269.99
Speed Pant. 179.99
Storm Jacket. 89.99
Thermogear 1pc Suit 140.99
Voyager Pant 269.99
Wmn Pearl Jkt . . . 167.99
Wmn Pearl Pant . . 114.99

TEKNIC

Thunder

Lightning

Chicane Jacket

Speedstar Jacket

Prowler Jacket

Women's Sevilla Jacket

TEKNIC LEATHER

Chicane Jacket . . $279.95
Lightning Jacket . . 299.95
Prowler Jacket . . . 269.95
Prowler Pant 199.95
Speedstar Jacket. . 499.95
Speedstar Pant . . . 399.95
Thunder Jacket . . . 269.95
Thunder Pant 199.95
Violator Jacket . . . 449.95
Womens Sevilla Jacket 179.95
Womens Sprint Pant 179.95

Chicane Rain Suit

Stinger Jacket Red/Grey

Sprint Jacket

TEKNIC TEXTILE

Chicane Cordura Jacket $149.95
Chicane Rain Suit. . 22.95
Interstate Cordura Jacket. 199.95
Jet Stream Rain Suit 29.95
Otisca Rain Suit . . . 89.95
Road Iron Rain Suit. 89.95
Sprint Crdra Jkt. . . 299.95
Stinger Crdra Jkt. . 229.95
Supervent Jacket . 129.95

Lightning Studded

Freeway

Chicane Non-Studded

TEKNIC GLOVES

Chicane Non-Studded Gloves. $39.95
Lightning Studded Gloves. 59.99
Freeway Gloves . . . 34.95

TOUR MASTER

Elite Jacket and Pant

Cortech GX Jacket

Cortech GX Air Jacket

TOURMASTER

Cortech GX Jckt . $269.99
Cortech GX Pant . . 199.99
Cortech GX Air Jacket. 161.99
Cortech GX Air Pant. 152.99
Cortech 3/4 II Jacket. 242.99
Cortech Sport II Jacket. 224.99
Cortech Pant. 179.99
Cortech Lite Jckt . . 179.99
Elite 1-pc Rain Suit . 67.99
Elite Rain Jacket . . . 44.99
Elite Rain Pant 26.99
Elite Rain Pant Nomex 44.99
PVC 2-pc Rain Suit . 18.99
Stndrd 2-pc Rain Suit 53.99
Tech Jacket. 134.99

Road Race Carbon II

Gripper

TOURMASTER GLOVES

Airflow Blk $16.99
Cold Front Glove. . . 53.99
Cortech GX Air Glove 30.99
Cruiser Gel Fngrls Blk 21.99
Cruiser Gel Blk 26.99
Deerskin Smmr. Blk . 33.99
Gripper Blk. 44.99
Leather Fngrls Blk . . . 8.99
Midweight Blk. 31.99
Polar-tex 44.99
Road Blk 31.99
Road Race Crbn II . . 71.99
Robomax Carbon . . 89.99
Smmr. Sprt Elite Blk . 31.99
Stndrd Rider Blk . . . 17.99
Stndrd Summer Blk . 17.99
Tour Sport Blk. 44.99

JOE ROCKET

Mercury

Reactor

GPX Glove

Ballistic 2.0

Blaster 2.0

Nova

JOE ROCKET GLOVES

Crew Glove . . $21.99
Ballistic 2.0 Glove 35.99
Blaster 2.0 Glove 35.99
GPX Glove 89.99
Mercury Glove . 80.99
Nova Glove . . . 53.99
Reactor Glove . . 62.99
Stage 1 Glove. . 26.99

Alter Ego

Ballistic 4.0

Blaster 2.0

Hard Drive

Nova

Reactor S

JOE ROCKET JACKETS

Alter Ego Jacket $224.99
Ballisitc 4.0 Jacket 179.99
Blaster 2.0 Jacket 269.99
Comet Jacket . 224.99
Hard Drive Jacket 269.99
Meteor 4.0 Jacket 179.99
Nova Jacket . . 134.99
Reactor S Jckt . 179.99

FREE* SHIPPING

ON ORDERS OVER $100 IN THE LOWER 48 STATES

*Free shipping promotion excludes upgraded shipping options, chemicals, lubricants, tires, tire/wheel pkgs. & oversized items. New shipping rates for tires:
$6.00 ea. for motorcycle tires, $26.00 a pkg. for ea. ATV tire/wheel pkgs. under 22"
$38.00 a pkg. for ea. ATV tire/wheel pkg. 22" and over, $10.00 ea. for single ATV tires under 22"
$16.00 ea. for single ATV tires 22" and over
Oversized pkgs. will be charged UPS actual shipping rate as determined by size of package.
A $6.00 shipping charge will apply to all orders under $100.

We apologize for any errors and reserve the right to correct them. We are not obligated to sell items at mismarked prices. Pricing does not include shipping. Sale prices are for mail order only. Prices may vary in store.

www.800-841-2960.com

CHAPARRAL MOTORSPORTS.COM

Western Union Quick Collect - For Western Union Payments
1. Wire Money - Quick Collect4. Reference # - Name of Customer
2. Call Salesman and Confirm 5. Acct# - Salesman Name
3. City Code - Factory, CA

555 South 'H' Street. San Bernardino, CA 92410 - 24 Hour Fax 909-884-3183 - Toll Free Fax 800-841-4261 - Local Order 909-889-2761 - Free Catalog www.chaparralmotorsports.com

2240C

Ad Code 0404MC valid March 1 - April 15, 2004.

FREE* SHIPPING

ON ORDERS OVER $100 IN THE LOWER 48 STATES

*Free shipping promotion excludes upgraded shipping options, chemicals, lubricants, tires, tire/wheel pkgs. & oversized items. New shipping rates for tires: $6.00 ea. for motorcycle tires, $26.00 a pkg. for ea. ATV tire/wheel pkgs. under 22" $38.00 a pkg. for ea. ATV tire/wheel pkg. 22" and over, $10.00 ea. for single ATV tires under 22" $16.00 ea. for single ATV tires 22" and over

Oversized pkgs. will be charged UPS actual shipping rate as determined by size of package. A $6.00 shipping charge will apply to all orders under $100.

TOURMASTER

Cortec Tribag

TOURMASTER TANKBAGS

Cortech Mini Mag. . . $71.99
11.5x8x5", 8Ltr.
Cortech Tribag 152.99
32x15x13.5", 34Ltr.
Cortech Tribag 143.99
Strap Mount 34Ltr.
TM-18 Strap Mount . . 80.99
12x8.5x8.25", 18Ltr.
TB-12 Strap Mount . . . 51.99
12x9.5x6", 12Ltr.
TB-24 Strap Mount . . . 89.99
14x9.5x10", 24Ltr.
Exp. Mag. Mount 71.99
13x9.5x6-9.5", 12Ltr.

Cortech Tribag Saddlebag

TOURMASTER LUGGAGE

Cortech Tailbag $80.99
17.5x12x10x", 30Ltr
Cortech Saddlebag . . 143.99
14.5x11x8.5", 20Ltr
SB-30 Saddlebag . . . 121.99
18x6x9-7.5", 15Ltr
SB-34 Saddlebag . . . 125.99
18.5x6.5x12", 17Ltr
TB-17 Tailbag. 53.99
12x6.5x9.5", 17Ltr
Deluxe Tailbag 62.99
17.5x12x10", 30Ltr

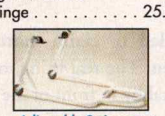
Sport Tankbag

JOE ROCKET BAGS

Sport Saddlebag . . .$129.99
Blaster Tankbag 54.99
Sport Tailbag 54.99
Rocket Gearbag 64.99
Multi Tankbag 129.99
Sport Tankbag 89.99

ALL AMERICAN RIDER HANDLEBAR POUCHES

Classic. $22.99
Rivet & Concho. 26.99
Large w/Fringe. 22.99
Large w/Rivet & Fringe 25.99



Adjustable Swingarm

LOCKHART PHILLIPS

Front Stand $89.99
Adj. Swingarm Stand Series II 66.97

Permanent Wheel Chocks

POP CHOCKS

Prmnt Wheel Chks . . $23.99
Pop Chocks 38.99

CHASE HARPER

5501 Sport Tailtrunk

CHASE HARPER LUGGAGE

Tailtrunks

Hide-away $39.97
14x10x9", 1260c.i.
Aero Pac 59.97
14.5x10x7", 1015c.i.
5501 Sport 69.97
13x8x1/2", 988c.i.
Sport 75.97

Saddlebags

Phoenix $69.97
13x7x9", 819c.i.
Cruiser 79.97
12x5x10", 600c.i.
Aero Pac 99.97
14x9x1035", 1323c.i.
Stealth 99.97
13.5x7.5x10.5",1063c.i.
ET 4000 . . . . . 123.97
14.5x8x12", 1392c.i.

Tankbags

Stealth. $38.97
12.5x9x5", 570c.i.
Mini Aeropac Magnetic. 38.97
10.5x9x4.5", 425c.i.
Mini Aeropac. 38.97
10.5x9x4.5", 425c.i.
Aeropac II Mag. . . . 53.97
12.5x10.25x6.5", 823c.i.
Aeropac II 53.97
12x8.5x6, 512c.i.
750 Magnetic 53.97
10x8x9", 720c.i.
750 . . . . . 53.97
10x8x9", 720c.i.
1150 . . . . . 74.97
13.5x9x9", 1093c.i.
1150 Magnetic . . . 74.97
14x10x9", 1260c.i.
Sport. 81.97
14x9x8.5", 1071c.i.
Eurosport. 110.97
14x9.5x12", 1596c.i.
Expandable 149.97
13x9x9", 1053c.i.

Overnight Bikepack Large

ALL AMERICAN RIDER

Overnight Bikepacks

Small Classic $58.99
Medium Classic . . . 85.99
Rivet Small 62.99
Rivet Medium 94.99
Large Classic 179.99
Jumbo Classic. . . . 197.99
Large Rivet 188.99
Jumbo Rivet. 215.99
Rider Travel Pck . . 139.99

Saddlebags

Medium Classic . . $71.99
Large Classic 85.99
Large Rivt & Cnch . 89.99
XLg Rivt & Cnch . . 116.99
Med Slant Clssc . . . 98.99
Large Slant Clssc . 119.99
Med Slnt Rivt/Cnch 100.90
Lg Slnt Rivt & Cnch 127.99

Willie and Max

Fleetside SB709

WILLIE & MAX

Saddlebags

Black Mgic SB708 . $89.97
Supr Blk Mgic SB736. . . . . 95.97
Wild Willie SB370 . . 83.97
Adj. Stndrd SB300A . 47.97
Adj. Touring SB310A. 76.97
Warrior SB320 . . . . 83.97
Amricn Clsc SB380. . 83.97
Compact Slnt SB707. . . . . 62.97
Compact Slnt Braided SB707B. . . 64.97
Slant SB700. . . . . 73.97
Compact Studded Slant SB707S. 73.97

Braided TP232

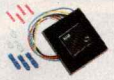
WILLIE & MAX TOOLBAG

Braided TP232. . . . $25.97
Black Magic TP282. . 27.97
Deluxe TP100D 25.97
Standard TP100. . . . 21.97
Studded TP242 . . . . 26.97
Eagle TP111 . . . . . 18.97
Thunderbird TP252. . 26.97
Double Eagle TP222. . . . . 25.97

Studded SBB441

WILLIE & MAX SISSYBAR BAG

Studded SBB441 . . $27.97
Black Magic SBB411. . . . . 29.97
Deluxe SBB451 . . . . 23.97
Braided SBB481. . . . 23.97
Gray Thndr SBB445 . 30.97
Black Might SBB450. . . . . 24.97
American Clssc SBB480. . . . . 27.97



Priority Plus

ELECTRICAL

Through modern technology and solid state electronics, these devices are able to dramatically increase your visibility. No bulbs to change.

Priority Lights
Safety Coupler . . $39.99
Piority Plus 64.99

QUARTZ HALOGEN BULBS

Yel. H 12V
60/55W* $11.99
Gld H4 12V
60/55W* 18.99
60/55 12V 5.99
100/55* 12V 9.99
130/90* 12V. 12.99

*Not approved for use on public roads.

XENON XB3 BOOSTED BRIGHT WHITE BULB

H4 12V
60/55W $15.99

Legend

DOWCO COVERS

Guardian EZ

Lg Full GEZ-125 . . . $72.97
Tour/Full GEZ-150 . . 75.97
Super GEZ-200 . . . . 79.97

DOWCO®

Protector

Sport PX-50 . . . . . $45.97
500-1100cc
PX-100 . . . . . 48.97
Lg Full Dress
PX-125 . . . . . 51.97
Tour/Full Dress
PX-150 . . . . . 55.97
Super Drsser
PX-200 . . . . . 58.97

Guardian

Sport/Custom
G-50 . . . . . $50.97
Full Drss G-100 . . . 55.97
Lg Full Drss G-125 . 61.97
Tour/Full Drss
G-150 . . . . . 68.97
Supr Drsser G-200 . 74.97

NELSON RIGG CYCLE COVERS

Falcon Defender® 2000

Medium $48.97
Large 52.97
X Large 55.97
XX Large 58.97

Falcon Defender® 600

Medium 41.97
Large 43.97
X Large 52.97
XX Large 55.97

Falcon Cruiser 628

Medium 45.97
Large 48.97
X Large 55.97

NELSON-RIGG

Falcon Cruiser 428

Medium 31.97
Large 34.97
X Large 37.97

Falcon Dust Cover

Large 13.97
X Large 17.97

Deluxe

Medium 31.97
Large 33.97
X Large 35.97
XX Large 37.97

Premier Silver Streak

Economy Cover

Small/Medium 15.97
Large 16.97
X Large 17.97
XX Large 18.97

Premier Silver Streak

Medium 41.97
Large 45.97
X Large 48.97
XX Large 51.97

Nady PMC- 2 & 3 Touring Leather Wrap

COMMUNICATIONS

Nady

PMC-2 & PMC3 Intercom . . from $61.99
MRC-11BikeToBike . 99.99
PRC-9 Dlx Comm. Set 249.99
PRC-7 Bike To Bike . 99.99

Chatterbox

FRS. $179.99
HJC-50 TandemPro. 67.99
FRS Pro Hnd Hld . . 62.99
HJC-90 . . . . . 134.99
GMRSx1 (5 Mile Rnge). . . 269.99
FRSx2 (2 Mile Rnge). . . 224.99
HJC-40Rider-Psngr . 39.99
HJC-461 . . . . . 224.99

KRYPTONITE NY 3000

LOCKS

Kryptonite

NY 3000 . . . . . .$54.97
Barbed Wire EV 15mm diam. 25.97
20mm diam. 38.97
NY Chain 5.5ft . . .89.97
NY Chain 3ft. 54.97
Krypto Disco 12.97
Krypto Cable IV . . .12.97
30' Cable 15.97
New York Dsc- Yel .49.97
Disc Locks 25.97
EV Disc Lock 27.97
Hard Wire Cable 15mm 32.97
20mm 40.97

Xena

Alarm Disc- Yel . .$46.97
Alarm Disc- Chrm .51.97

national cycle

NATIONAL CYCLE

Heavy Duty Windscreen

Touring* $170.99
Chopped* 162.99
Custom* 154.99
Low Boy* 150.99
Ranger* 142.99
Beaded* 178.99

Heavy Duty Leather Wrap

Touring* $203.99
Chopped* 203.99
Custom* 194.99
Low Boy* 194.99
Plexistar2* . . from 113.99
Plexifairing3* . . . . . from 129.99
Flyscreen . . . . from 97.99
Deflector* . . . . from 60.99
Lightbar. 228.99

*Mounting hardware required and sold separately.

maier USA

Maeir Univ. Fairing

FAIRINGS

Maier Univ. Fairings . . . from $68.99
Univ. Cafe Fairing . . 40.99

SLIP STREAMER

III S-03 . . . . .from $99.99

COBRA Anything's Possible

VTX 1800 Tach Kit Chrome Hub Covers

COBRA VTX

VTX 1800 Tach Kit. $161.99
VTX 1800 Rt. Frnt. Billet Cover. . . 44.99
VTX 1800 Rt. Rr. Billet Cover. . . 98.99
VTX 1800 Billet Sprk Plg Cvr . 179.99
VTX 1800 Billet Swpt Look Engine Cvr Left Front . . . . 44.99 Right Front . . . 53.99
Polish Alum Foot Pegs 82.99
Brake Chrm Caliper Cap . . . . from 26.99
Billet Fillet Asmbly 53.99
Chrm Air Clnr Cvr. 36.99
Sdlbg Chrm Top Rails 170.99
Chrm BgRails . 269.99
Chrm Billet Speedo-Mnt Clmp 107.99
ChrmeHubCvrs . 40.99
Billet Ignition & Cltch Cvrs . . . 82.99

Links Locks

3/4" x 4' $134.99
3/4" x 5' 149.99
3/4" x 6' 162.99
3/4" x 7' 177.99
1" x 5' 177.99
1" x 6' 198.99
1" x 7' 212.99

We apologize for any errors and reserve the right to correct them. We are not obligated to sell items at mismarked prices. Pricing does not include shipping. Sale prices are for mail order only. Prices may vary in store.

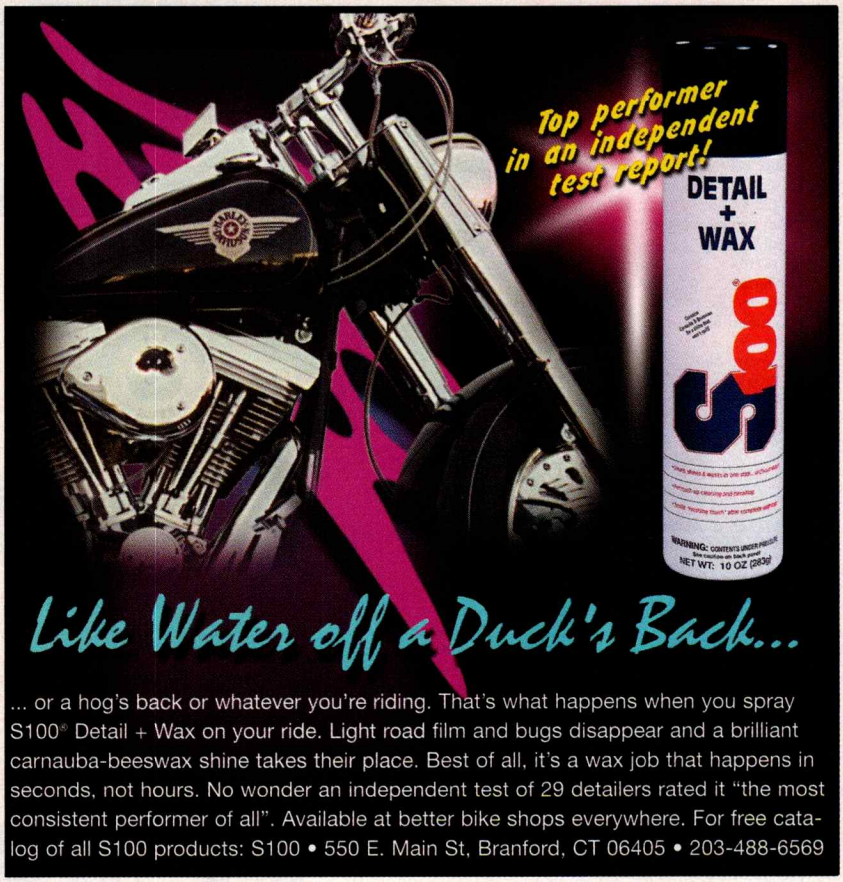
www.800-841-2960.com

CHAPARRAL MOTORSPORTS.COM

Western Union Quick Collect - For Western Union Payments
1. Wire Money - Quick Collect4. Reference # - Name of Customer
2. Call Salesman and Confirm 5. Acct# - Salesman Name
3. City Code - Factory, CA

555 South 'H' Street. San Bernardino, CA 92410 - 24 Hour Fax 909-884-3183 - Toll Free Fax 800-841-4261 - Local Order 909-889-2761 - Free Catalog www.chaparralmotorsports.com

Ad Code 0404MC valid March 1 - April 15, 2004.



Like Water off a Duck's Back...

... or a hog's back or whatever you're riding. That's what happens when you spray S100® Detail + Wax on your ride. Light road film and bugs disappear and a brilliant carnauba-beeswax shine takes their place. Best of all, it's a wax job that happens in seconds, not hours. No wonder an independent test of 29 detailers rated it "the most consistent performer of all". Available at better bike shops everywhere. For free catalog of all S100 products: S100 • 550 E. Main St, Branford, CT 06405 • 203-488-6569

NEW
REGINA CHAIN
Z-FORCE
high-performance drive chain
Regina's new patented ZR chains feature the latest in Z-ring technology to outperform other chains in durability and wear.
Lower Friction •
More Power •
Longer Life •
ZR
Regina Power Technology
228 TIMES WORLD CHAMPION
REGINA
Send $1 for our brochure and 2 stickers to:
Regina USA • 824 Chesapeake Drive • Cambridge, MD 21613
www.regina.it/moto/index.html

déjà view continued from page 10

Most revolutionary mind: Soichiro Honda. Not long after getting his country onto two wheels, he decided everyone deserved better bikes. The entirety of motorcycle history can be considered in terms of before and after Honda.

Most seductive manufacturer of specialty motorcycles: Bimota. And probably also most missed.

Most illustrious endurance roadrace: Les 24 Heures du Bol d'Or.

Most illustrious off-road race: The Paris-Dakar. What is it about the French and these grueling long-distance tests of man and machine? Romance?

Most (formerly) illustrious American roadrace in need of an overhaul: The Daytona 200. Note to the Frances: Rebuild it, and they will come.

Most memorable racing 500 single: Manx Norton. Brilliant!

Most exciting change in racing style: Out of the seat and knee on the ground, introduced by Smart, Saarinen, Roberts, et al a long time ago and developed over time into a performing art.

Most spectacular image of a racer in the seat and not dragging his knee: Mike Hailwood at Clermont-Ferrand on the Honda 250 six-cylinder. Magic!

Most insane riding style utilized to good effect. Rolle Free on his Vincent at the Bonneville Salt Flats. You know the one. This is why there are rulebooks!

Most spectacular crash photo: Mark Brelsford engulfed in flames on his Harley XR750 roadracer at Daytona in 1973. The tragic rendered somehow beautiful.

Celebrity most entitled to claim motorcyclist status: Steve McQueen. The real thing, on or off a bike...and not too shabby in front of the camera, either.

Most brilliant racing failure: The Honda NR500 oval-piston V-four with 32 valves—and just as many problems. Were it not for those silly FIM rules Honda coulda had a V-8 and things mighta been different.

Most unexpected racing success: The Britten V1000, proving that it doesn't take loads of engineers and huge bank accounts to build a competitive racebike. It does take a certain genius. John Britten had that.

Best Harley-Davidson racer (man): Cal Rayborn. Movie-star good looks and a wizard on the XR750 roadracer. OK. Four-time world champion

Walter Villa, too. But those were really Aermacchi championships. Entirely memorable, just the same.

Best Harley-Davidson racer (machine): XR750 dirttracker. Maybe the winningest racing motorcycle of all time *and* all-American.

Best Harley-Davidson race manager (man and machine): Dick O'Brien. Father of the XR750, O'Brien's list of riders and protégés reads like a "Who's Who" of American motorcycle racing greats.

Most effective giant killer: Yamaha RD350. The little two-stroke made its mark dispatching bikes more than twice its size.

Most brilliant predecessor to the RD350: 1967 Bridgestone 350 GTR. Rotary-valve engine, chrome-plated cylinders, dry clutch, six-speed gearbox; performance and looks to match.

Worst motorcycle ever made: Jawa 350 Californian tied with the Puch/Sears Allstate SR175.

Coolest small vintage sport/streetbike. Two-stroke: Bultaco Metralla Mk II. Four-stroke: Honda 305 Superhawk.

Most memorable defunct European motorcycle manufacturer: Bultaco. Despite successes in road-racing, motocross, the Isle of Man, trials and even American dirttrack, it just didn't make it.

Most illustrious racing motorcycle tuner of all time: Erv Kanemoto. Never a bad word about the man; has any tuner shepherded more racers to more race wins and championships?

Scariest-looking successful racing motorcycle tuner: Pops Yoshimura.

Most eccentric, tough-as-they-come Canadian roadracer: Yvon Duhamel. And the nut doesn't fall far from the tree; Miguel, too.

Nearest American counterpart: Gary Nixon. More than memorable. Unforgettable.

Baddest American bad boy Grand Prix star: Randy Mamola. The guy your mother warned you not to hang out with.

Best American good boy Grand Prix star: Randy Mamola and his racing colleague Kenny Roberts, for their efforts to make motorcycles socially redeeming.

Best example of the motorcycle as an instrument of social change: The Riders for Health organization's success, with help from Mamola and Roberts, in using motorcycles to deliver healthcare, especially to women and children, so desperately needed in Africa. MC

Please direct correspondence to HRTGrace@aol.com.

AGVSPORT
PREMIUM BRAZILIAN COWHIDE
AERODYNAMIC RACE HUMP
ADVANCED SAFETY SEAM CONSTRUCTION
TRIPLE STITCHED IN ALL CRITICAL AREAS
STRETCH KEVLAR PANELS
CE DUAL DENSITY PROTECTIVE ELBOW ARMOUR
CE DUAL DENSITY PROTECTIVE SHOULDER ARMOUR
FRONT & REAR ADJUSTABLE ZIPPER VENTS
podium
AGVSPORT
Podium Jacket
HAVE YOUR DEALER CONTACT
PARTS UNLIMITED
AGVSPORT
for free catalog call: 301 360 0707. email: info@agvsport.com or visit: www.agvsport.com

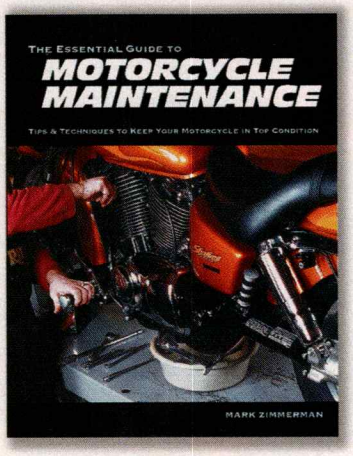
gear box

Stay Trim, Stay Dry

Just about any soft saddlebags will hold your gear, but what if you need to keep everything dry as well? Start with these ThinCase Dry Bag Saddlebags from Aerostich. Just as the name suggests, they're narrower than most standard saddlebags. Extending just four inches on either side, they hold enough gear for midrange touring expeditions. And since each is internally supported by a Profi WaterProof Brief Bag, they'll hold their original shape over the long haul. Trim. Lightweight. Tough. Waterproof. What else do you want? Set yourself up for $157. (800) 222-1994, www.aerostich.com

Let There Be LED Light

There are flashlights, and then there's this endurable LED tool light from Craftsman. Using five powerful little LED units—Light Emitting Diodes for technophobes—in place of an old-school bulb, it throws light in three different modes for up to 40 hours straight. Measuring six inches long and weighing 12 ounces, it's eminently packable and tough. Housed in a stainless steel case with a tough polycarbonate lens and reflector, it's been drop-tested on concrete, frozen at 25 below zero for 24 hours and submerged for an hour, according to Craftsman. $19.99. What are you gonna do to it? www.sears.com/craftsman


THE ESSENTIAL GUIDE TO
MOTORCYCLE MAINTENANCE
TIPS & TECHNIQUES TO KEEP YOUR MOTORCYCLE IN TOP CONDITION
MARK ZIMMERMAN

Required Reading

The Essential Guide to Motorcycle Maintenance, available through Whitehorse Press, cuts to the chase with easy-to-follow explanations of how motorcycles work. Penned by Mark Zimmerman, jovial technical editor for *Motorcycle Cruiser* Magazine, the writing ranges from wisecracking to truly wise. Zimmerman leaves no bolt unturned, covering everything you need to know. There are also plenty of photos and illustrations to lead you through simple and complex tasks. $29.95. (800) 531-1133, www.whitehorsepress.com

Olympia Gear!

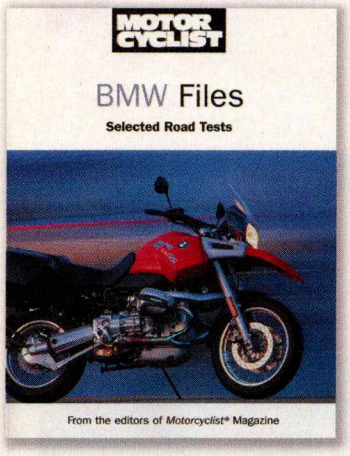
On the left we have Gina sporting Olympia's Shogun jacket. In case you're wondering, that dragon on her back is the Taoist representation of power, protection and control. Don't like the silver? The Shogun comes in blue and a striking yellow. It has a removable liner, vents, an adjustable waist and CE-spec armor in the shoulders, elbows and back. Cowhide is tough 1.2mm stuff. Slip into a Shogun for $299. Pictured center and on the right are Nikhil in the Airglide jacket and Jessica in the Commando jacket, $199 and $269, respectively (the jackets, that is). Both feature thick, removable liners, 500-denier Cordura, ballistic nylon, reflective panels and tough CE armor. (866) 473-4327, www.olympiamotosports.com

Inflation Equation

Get a Genuine Innovations' Tire Repair and Inflation Kit *before* you end up stranded with a flat. It provides a strong, temporary fix that will get you back to civilization. Each kit comes with patches, glue, tire plugs, a plug installation tool, a tire reamer, a CO_2-powered inflator and multiple CO_2 cartridges—everything you need. It all fits in a packable 5.25 x 6.5-inch nylon bag. Choose from four different kits: The Standard kit, $29.99, and the Deluxe kit, $34.99, will suffice for small-to-medium streetbikes, and the Premium kit, $49.99, is specifically designed for larger cruisers and touring machines. (800) 340-1050, www.innovationsaz.com

Cool Cure for Hot Feet

Keep your feet safe and happy—street or track—with a pair of SIDI's Vertebra 2 Air boots. Cool air enters via the perforated Lorica body and through new Kent Vents—named after notorious hot-shoe Kent Kunitsugu of *Sport Rider* Magazine. SIDI's vertebra armor along the back of the boot provides protection and flexibility along with strategically placed armor for your anklebones. The Vertebra's adjustable calf system accommodates most lower-leg shapes and sizes. Choose any color you want as long as it's black for $255. (877) 789-4940, www.motonation.com

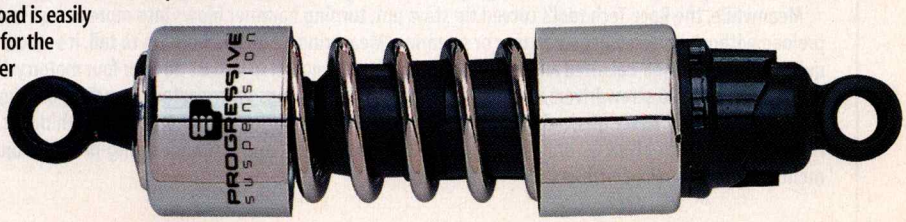


A Toot of Our Own Horn

Now available for all you motohistorians out there—and even for those with only a passing interest in the evolution of our two-wheeled sport—is *BMW Files*, a 192-page compendium of BMW road tests from the *Motorcyclist* archives from 1971 to '95. The tests follow the development of BMW's very excellent motorcycles, from older boxers to newer boxers and the flat-fours that came between. The book includes riding impressions, technical overviews, Off the Record comments and much more. $19.95. (800) 826-6600, www.motorbooks.com

Sporty Suspenders

Spare yourself the indignities of rough roads. Progressive Suspension has released its 412 Series of shocks for the 2004 Harley-Davidson Sportsters. Double-walled steel bodies protect the inner cylinder and help increase damping consistency, and preload is easily adjusted with the five-position cam. The standard length for the Sportster is 13.5 inches, but the shocks also come in shorter lengths. Heavy-duty springs are optional, and the springs and covers come in your choice of chrome or black. $256.20. (760) 948-4012, www.progressivesuspension.com



gear box

Beautiful Noise

If there's a Harley-Davidson Softail out in the garage, you probably know what a swank designer exhaust system can cost. Since children may be reading this, let's just say . . . a lot. The good news is you needn't sublet the Airedale or cut Mrs. Softail's latte allotment to finance some seriously phat plumbing. Vance & Hines Big Radius pipes integrate heat shields and removable baffles into an artfully crafted 2.5-inch-diameter system. They look good, they sound good, they bolt on right out of the box and the neighbors need never know you only spent $649.95. (800) 592-2529, vanceandhines.com

Under Cover

This futuristic tent arrangement—a.k.a. the Cycle Shelter—makes keeping your bike covered easier than ever. The outer polyester shell is water-, mildew- and UV-resistant. Two mesh screens keep insects and moisture out. The tent never touches the bike so it can't scratch anything or stick to hot parts. The shelter's frame is made from aluminum and fiberglass, with an optional anchoring system for use in extreme weather. Better still, you can take this garage with you. The 30-pound shelter packs into a nifty shoulder bag (provided). Lonely? Grab a sleeping bag and curl up next to your bike. The shelter sells for $299. (866) 416-3466, www.cycleshelter.com

Elkskin for the Ages

If you're tired of spending big bucks for racy road gloves that don't last, have a look at these exceedingly well-made elkskin gauntlets from Aerostich. There's a seamless elkskin palm to protect yours from unfriendly pavement and TF2 impact padding to defend sensitive knuckles. A zipper in the long, gusseted gauntlet eases entry and egress, and a hook-and-loop-fastened wrist strap makes for a secure fit. There's even a visor squeegee on the left forefinger for rainy days. Choose natural or black in sizes 8.5–11 for $63. (800) 222-1994, www.aerostich.com

mc tested:

Race Tech Shock Preload Adjusting Tool

The most useful suspension-adjustment gizmo in the toolbox could pass for an abused screwdriver. From the smooth, steel handle and oddly angled tip, Race Tech's Shock Preload Adjusting Tool hardly looks indispensable. Not until you confront a stubborn, threaded spring-preload adjuster. We've tried hammers. Bigger hammers. Screwdrivers. Drifts. Intercessory prayer. We've tried spanners of all races, creeds and metallurgical compositions; they work, but rarely on more than one bike, and never in truly obstinate cases. The classic hammer and punch/screwdriver method is effective—but brutal. Said screwdriver tip ricochets out of position every other time it's smacked with a hammer, chewing up the shock's castellated adjusting rings and inflicting collateral damage on bodywork, fingers and mental health.

Meanwhile, the Race Tech tool's curved tip stays put, turning hammer blows into more or less spring preload without unnecessary wear, tear or swearing. Measuring 12 inches from tip to tail, it's stout, quite nicely made, well-balanced and tough; seemingly tough enough to outlast three or four motorcycles. Unlike 99 out of 100 screwdrivers, the Race Tech tool's handle shrugs off repeated pounding; our dead-blow shop hammer never glanced off toward some unintended target. At $49.99, the only thing it's not is cheap, but good tools never are. If you're about having the right one for shock spring-preload adjustments, this is it. —*Tim Carrithers*

PRICE: *$49.99*
RATING: ★★★★½
VERDICT: *Shock preload adjustments made almost painless.*

Race Tech Inc.
1501 Pomona Rd.
Corona, CA 92880
(909) 279-6655
www.race-tech.com

We carry the full line of hundreds of manufacturers including:

AMERITEK · DELTRAN · YUASA · KRYPTONITE · SPECTRO · TOURMASTER
DOWCO · FERODO · BRAKING · COBRA · BEL-RAY · YOSHIMURA
SHOEI · CHATTERBOX · SHOGUN · CASTROL
NOLAN · POWER TRIP · Willie & Max · TEKNIC · WIDDER · BRIDGESTONE
CUSTOM CHROME · ANCRA · EBC · MAXXIS · VANCE & HINES

SHOEI

Save Big $$$$$

Syncrotec *(shown)*	Call
TZ-1	or
Z-2	Click
NEW! RF1000	Call
St. Cruz	or
X-11 Replicas	Click

KBC HELMETS

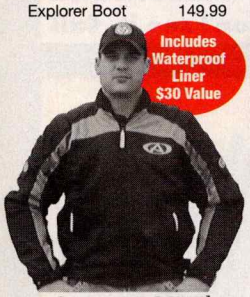
Racer 1	from 239.99
Vision Helmet	from 209.99
VR-7 Helmet	from 174.99
VR-1 Helmet	from 159.99
TK-9 Helmet	from 159.99

RODIA HELMETS

RF-2 Modular	119.99
Half Helmets	from 39.95

OXTAR BOOTS
Waterproof Touring/Sport

Matrix Goretex Boot	185.99
Explorer Boot	149.99



Includes Waterproof Liner $30 Value

AGVSPORT

AeroSport Jacket	149.99
AeroMesh Jacket	119.99

SAVE $80

ARLEN NESS
Waterproof, textile Jackets

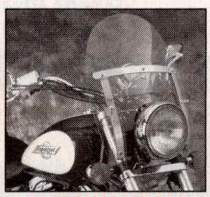
Sport Jacket	139.95
3/4 Length Jacket	149.95

NEW! 2004 JOE ROCKET

Ballistic 4.0 Jacket	Call
Ballistic 4.0 Pant	or
Meteor 4.0 Jacket	Click

OLYMPIA GEL GLOVES
410 Sport $53.99

180 Monsoon Glove	37.99
150 All Season 1 Glv	53.95
440 Absorber Glove	53.95
400 Gel Glove	35.95



NATIONAL CYCLE WINDSHIELDS

Plexifairing 3	from 109.99
Plexifairing 2	from 97.99
Streetshield™	from 70.99
Ranger Heavy-Duty™	139.95
Custom Heavy-Duty™	149.95
Beaded Heavy-Duty™	189.99
Deflector Screen™	fr 59.95

From Just $56.95

eclipse USA

Essential Tanktote	fr 56.95
Interstate Saddlebag	121.99
Sport Luggage System	119.95
P-38 Saddlebags	89.99
Expand. Sportpack	97.99
Expandable Tanktote	69.95
Expandable Tankbag	99.95
Standard Tank Bag	77.99
Contour Mag. Tankbag	81.99

TOURMASTER CORTECH LUGGAGE

Tri Mag. Tank Bag	152.99
Mini Mag. Tank Bag	71.99
Cortech Saddlebags	143.99
Cortech Tail Bag	80.99

Call or Click for ALL

Willie & Max

MADE IN THE U.S.A.

TIEDOWNS

Standard Tiedowns	9.95
Tiedown Extensions	6.99

GREEN LIGHT TRIGGER
Don't get stopped at a traffic light again!
$9.99

Covers from $26.00

BATTERY TENDER PLUS
12V Battery Tender A Great Buy! $34.99

6' Jumper Cables	8.99
Quick Disconnect	8.99

WESTCO BATTERIES
Maintenance Free! Shipped charged and ready to install.
Sealed Batteries from 39.95

TIRE ACCESSORIES

Tire Gauges	from 11.99
Tire Irons	from 5.95
Ultra CO_2 Inflators	from 14.99

FRAM OIL FILTERS from 4.99

S100 CARE

S100 Care Kit	**44.99**
Spray Cleaner 1/2 liter	6.95
Spray Cleaner 1 liter	11.99
Cleaner Refill 5 liter	35.99
Wheel Cleaner 500ml	9.95

LED Turn Signals $14.99
Carbon Look, Black or Chrome with Blue, Red, Amber or Clear lens with colored light.

GET NOTICED!
Rotating LED Bulb 24.95
or get 2 Bulbs for $42

Check out our Online Bargain Room & NEW Stock Check System!

COMPETITION ACCESSORIES

Est. 1959

Huge Selection!
Great Delivered Prices!
Knowledgeable and Friendly Service
Call for FREE Catalogs!

Competition Accessories® .com

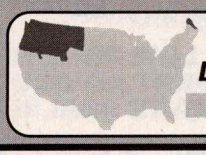
CALL OR CLICK TODAY!

800-543-5139

Phone Hours: Mon-Thu 9-9, Fri 9-6, Sat 10-4
Fax 1-800-451-8849

AD# M404. Subject to change. Prices good thru April 2004.

Nation's Lowest Delivered Tire Prices!



2-3 Business Days Delivery to Most Locations
2 Day Shipping ■ 3 Day Shipping

800-543-6316

Over 80,000 Tires in Stock and Ready to Ship!

TIRE EXPRESS.com

DUNLOP MICHELIN AVON CHENG SHIN CONTINENTAL

AD# M404. Subject to change.
Phone Hours: Mon-Thu 9-9, Fri 9-6, Sat 10-4

NEW!
Continental Milestone Touring

100/90H19	$64.99
130/90H16	from 72.99
170/80H15	99.99

Huge Savings on Tire Package Specials Online at TIREEXPRESS.COM

Dunlop D208 ZR

D208 ZR Front	
120/70ZR17	$89.99
D208 ZR Rear	
180/55ZR17	$115.99
190/50ZR17	134.99
200/50ZR17	151.99

Dunlop K491 Elite

MT90HB16 Frt	$82.99
130/70HB18 Frt	100.99
MM90H19 Frt	69.99
Elite II Rear	
MT90HB16	$92.99
160/80HB16	126.99

Dunlop Harley Tour

MT90H16 Frt	$82.99
MT90H16 SW Frt	99.99
MT90H16 WW Frt	98.99
MT90H16 Rr	96.99
MT90H16 SW Rr	110.99
MT90H16 WW Rr	113.99

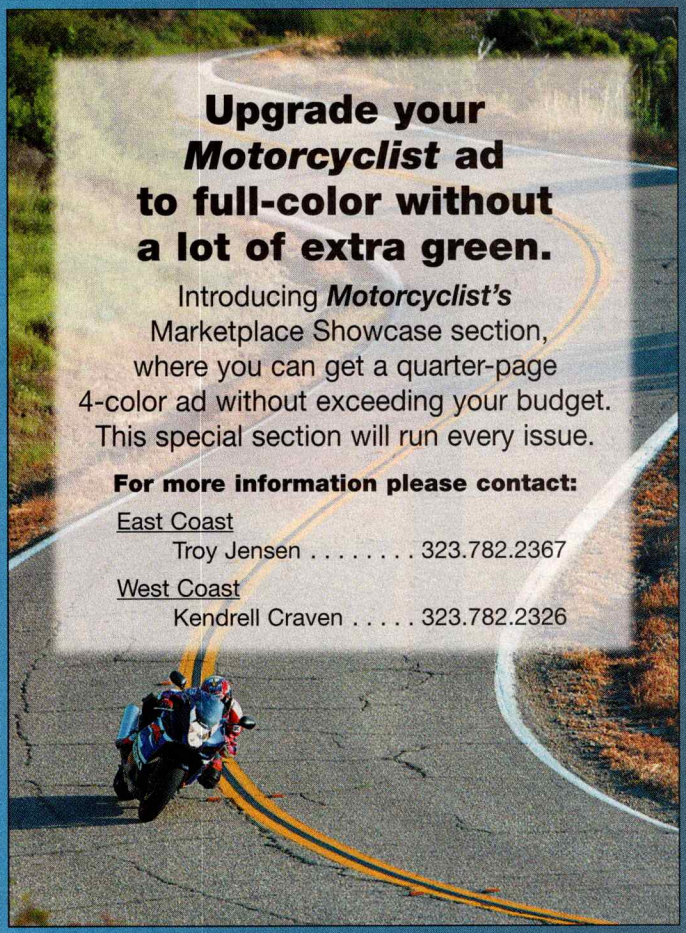
Michelin Pilot Road

120/70ZR17 Frt	$85.99
Pilot Road Rear	
180/55ZR17	$113.99
170/60ZR17	105.99
190/50ZR17	125.99
160/60ZR18	103.99

Avon Azaro 45/46 Sport Touring

120/70ZR17 Frt	$96.99
110/80ZR18 Frt	89.99
170/60ZR17 Rr	125.99
180/55ZR17 Rr	131.99
190/50ZR17 Rr	137.99

7 Warehouses: PA, FL, MO, TX, CA, IN, OH • Millions of Dollars in Stock! • Great Service!



Upgrade your *Motorcyclist* ad to full-color without a lot of extra green.

Introducing ***Motorcyclist's*** Marketplace Showcase section, where you can get a quarter-page 4-color ad without exceeding your budget. This special section will run every issue.

For more information please contact:

East Coast
Troy Jensen 323.782.2367

West Coast
Kendrell Craven 323.782.2326

imotorcyclestore.com
selection.service.simple

ORDERS•QUESTIONS
800.927.8494

24/7 SECURE ONLINE ORDERING

HELMETS FULL FACE•OPEN FACE•HALF
AGV • HJC • ICON • KBC • NOLAN • SHOEI • SUOMY

APPAREL SUITS•JACKETS•PANTS•BOOTS•GLOVES
AGV SPORT • ALPINESTARS • FIRSTGEAR • ICON
JOE ROCKET • TEKNIC • TOUR MASTER

LUGGAGE TANK BAGS•TAIL BAGS•SADDLE BAGS
CHASE-HARPER • ECLIPSE • NELSON-RIGG • RIVER ROAD
T-BAGS • TOUR MASTER • WILLIE & MAX

EXHAUSTS FULL SYSTEMS•SLIP-ONS•BOLT-ONS
BUB • COBRA • D&D • HARD-KROME • JARDINE • MUZZYS
TWO BROTHERS • VANCE&HINES • YOSHIMURA

TIRES STREET•SPORT•TOURING•TRACK•CRUISER
AVON • BRIDGESTONE • CHENG-SHIN • CONTINENTAL • DUNLOP
DURO • IRC • KENDA • MAXXIS • METZELER • MICHELIN • PIRELLI

VISA MasterCard DISCOVER

Canada Orders
661.702.0029

Most orders ship within 24 hrs
Great Prices and Selection
If you don't see it, Call

PowerSportsAccessories.com
Your Touring | Cruiser Specialist

Suzuki & Kawasaki Touring and Cruising Accessories available at PowerSportsAccessories.com

Throttlemeister
State-of-the-art bar end Cruise Control System

SPECIALIZING IN
Yamaha Star Accessories
ROAD STAR · ROYAL STAR
V-STAR · VENTURE
WARRIOR · APPAREL
Star YAMAHA ACCESSORIES

Factory Parts for
Yamaha • Suzuki • Kawasaki

AUTHORIZED DEALER FOR:
Daring Kuryakyn Products
Pro 1
Baron Custom Accessories
Corbin World's Finest Motorcycle Accessories

TOLL FREE ORDER LINE **800-829-0029**
Order Online at www.PowerSportsAccessories.com

STARCYCLE.com
THE EXHAUST KING!

• DIRT BIKE
• CRUISER
• ATV

• LOW PRICES
• EXPERT ADVICE
• FAST DELIVERY • PACKAGE DEALS!

POWER COMMANDERS
DYNOJET
K&N
Arai HELMETS
Barnett
FACTORY
BMC
SHOEI
SUOMY HELMETS
FERODO
TEKNIC
JOE ROCKET
CORSA
SPIDI
alpinestars
ATV DIRT CRUISER SPORTBIKE
CHECK OUR WEBSITE!

www.STARCYCLE.com
800-990-BIKE
20655 Soledad Canyon Road, Cyn Cntry, CA 91351-USA
661-248-1400 OPEN 7 DAYS
RETURNS & CANCELLATIONS SUBJECT TO 20% FEE.

EMA
EUROPEAN MOTORCYCLE ACCESSORIES
WWW.EMA-USA.COM

PVM WHEELS-BRAKES
Forged Aluminum & Magnesium wheels
Brake kits

HARRIS PERFORMANCE PRODUCTS LTD.
Harris Performance "Parts for Pros"

Forks, shocks, springs, re-valve kits. We can handle all of your Ohlins needs!
ÖHLINS
Translogic Quickshift, Powershift & Gear displays

Gregg's flush mount signals: Kawasaki, Honda Suzuki, Yamaha

The Ultimate Sport Bike Shop
www.ema-usa.com 925-606-5761

Online Micro-Fiche
RonAyersMotorsports.com
Discount OEM Parts
Honda Suzuki Kawasaki
EST. 1975
www.ronayers.com
Why Pay Retail ?
NEW OEM HONDA, KAWASAKI AND SUZUKI PARTS
1.800.888.3084

Slick Remote... Serious Security

The all-new Scorpio SR-i500 is the first FM two-way motorcycle security system. It utilizes High Frequency RF technology to deliver both remote and paging features.

The miniature transceiver has an exceptional range of up to 1/2 mile. It is equipped with a LCD that displays the alarm modes and trigger signals. Security features include:

- Dual axis accelerometer detects impact/inclination
- Waterproof unit, meets OEM specs
- Selectable audible/vibrating alert
- Programmable multi tone siren
- Violation display w/time stamp
- Battery guard with sleep mode
- RCS (Range Confirmation Signal)
- Optional factory plug-in kits

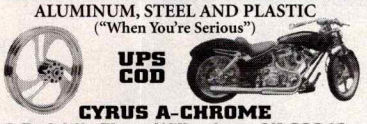
SCORPIO
14435 N. Scottsdale Rd. #500
Scottsdale, Arizona 85254
$299.00 (800)428-0440
WWW.SCORPIOALARMS.COM

GOT GLOW?
REVERSE STYLE STANDARD STYLE
StreetRacerParts.com
DAY NIGHT DAY NIGHT
INDIGLOW GAUGES
You've seen them in Cars, Now get them for your Bike!
YAMAHA-SUZUKI
HONDA-KAWASAKI
VIEW OUR PRODUCTS AND BUY ONLINE!
LOG ON TODAY!
StreetRacerParts.com
SR Motorsports
WEST COAST SALES OFFICE:
1-800-755-GLOW 4569

Performance Marketplace advertising space is available in 1" to 3" units. Minimum insertion is 3 issues within contract year. Rates below are for black and white units on a per-ad basis. Please call for rates on 2-color and 4-color ads. Rates are effective with the January 2003 issue.

	3 Times	6 Times	12 Times
1 inch	$312	$296	$270
2 inches	$624	593	541
1/12th pg.	$790	764	692
3 inches	$936	889	811

For additional info, contact Direct Marketing Division, *Motorcyclist* Marketplace, 6420 Wilshire Blvd., Los Angeles, CA 90048-5515; 1-800-231-4053 extension 2367.

CHROME, GOLD & COLORED PLATING
ALUMINUM, STEEL AND PLASTIC
("When You're Serious")

UPS COD
CYRUS A-CHROME
2 Radcliffe Place, Willingboro, NJ 08046
(609) 871-1489

For the last three years,
Riders and Dealers around the world agree ...
Nothing better on the planet!
Quality * Value * Durability * Customer Service
Visit one of our Over 500 dealers
~The Scooter Clock - Thermometer
~The Raise-It Bracket
~Vision 360 Compass
~Insert Clocks
Formotion The Original
www.formotionproducts.com
Visit your dealer, the web or call Toll Free: 1-888-747-2218

4 Aces Motor Sport, INC.
Next Day Shipping Available
All Major Credit Cards Accepted
USED PARTS
For Late Model Street bikes
Satellite Parts Locator
Chrome Parts in Stock!
3530 NOELL AVE., BRONX, N.Y. 10475
TEL: (718)325-4840 FAX: (718)325-6510
Visit us on the web at www.4acesmotorsports.com

Motorcyle Radar Detectors

Helmet Assisted Radar Detection
Wireless helmet radar detector Escort and Valentine Radar Detectors.

Motorcycle Mounts
Over 30 different mounting systems for your radar detector, gps or cell phone.
Radar Detectors · Mounts · Jammers
Anti Photo Radar Equipment
RADARBUSTERS.com
Sales@RadarBusters.com
888-227-8927
Wickenburg, AZ

POWER STANDS .com
Toll Free 1-866-791-6270
Dealer Inquiry Welcome

Performance Parts for Motorcycles, Sport Compacts, Trucks & SUVs
PARTS411.COM
100,000+ parts at Lowest Prices!
QUALITY SERVICE ● LARGEST SELECTION
LOWEST PRICE GUARANTEED!
1-877-484-4860

ROADGEAR®

FREE CATALOG

ELEGANCE • FUNCTION • PERFORMANCE

State-of-the-art motorcycle apparel, gloves, soft luggage and accessories for sport riding, touring, cruising and more.

CALL 800 854-4327 • 24/7

www.roadgear.com

SMARTTIRE®

Tire Pressure Monitoring System

CONFIDENCE for the ROAD

Ask your dealer-
Distributed by
ZTechnik by National Cycle.
www.ZTechnik.com/smartire P: 866.ZTECHNK

ZTechnik

EURO BIKES

WWW.EUROBIKES.COM

FROM UNDERTAILS TO HUGGERS, SEAT COWLS, LOWER FAIRINGS, FENDERS, AND UPPERS, EUROBIKES HAS THE LARGEST SELECTION OF EUROPEAN PARTS FOR YOUR BIKE! OUR QUALITY AND DESIGN CAN NOT BE MATCHED, PERIOD!

FREE CATALOG

703.257.9500

WWW.EUROBIKES.COM

HAYABUSA PARTS!! ORDER YOURS NOW!!

CUSTOM FRONT FENDERS!!

BODYWORK FOR TOURING BIKES. SPORTBIKES AND NAKED BIKES "A COMPANY YOU CAN TRUST."

HONDA KAWASAKI SUZUKI TRIUMPH YAMAHA

MATRIX BIKES.COM

Specializing in all types of Body Work, High Mount Exhaust Systems & Performance Products

Call Us @ 917-592-2995 or visit us on the web www.matrixbikes.com

BAXLEY TRAILER COMPANY

ST-001
tilting trailer
$1710 + S&H

Sport Chock
for 120/110 17"-16" tires
$195 + S&H

These chocks hold your bike upright for you!

LA Chock
for any size tire
$275 + S&H

(334) 794-2393
www.baxleycompanies.com

New & Used Parts for Japanese Streetbikes

A & J CYCLE SALVAGE

10 INDUSTRIAL HIGHWAY
LESTER, PA 19113
(610) 521-6700
FAX (610) 521-6868
www.ajcyclesalvage.com

PHILLY INTERNATIONAL AIRPORT
ROUTE 420 & I-95
EXIT 9A

UPS SHIPMENTS DAILY

QUALITY CHROME PLATING

-Specializing in Alloy Wheels Since 1987-

We Chrome Most Sportbike, Harley and Automotive OEM & Aftermarket Aluminum Wheels

Dealer Inquiries Welcome

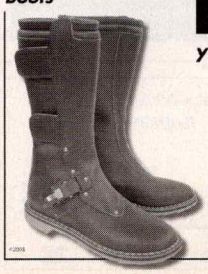
Classic COMPONENTS INC.

3420 Fordham Ave. • Santa Ana, CA 92704
Toll Free: (888) 327-4189 • www.chromeplating.com

RIDE THERE

you know it's right

Combat Touring Boots



AEROSTICH RIDER WEAR HOUSE CATALOG

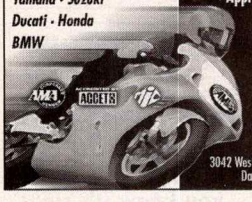
www.aerostich.com
800 222 1994

SPEED & SKILL
What's the Secret?
There isn't one. Learn the skills.
Discover the Art.
Keith Code's
California Superbike School
DISCOVER THE ART
All across the World
800.530.3350
www.superbikeschool.com
Kawasaki LOCKHART PHILLIPS KBC DUNLOP
940 N. San Fernando Rd. LA, CA 90065

LAZER GUARD
GET RID OF THAT UGLY PLASTIC CHAIN GUARD!!

Now Available For All Popular Bikes
- Optional Color Graphics
- Custom Designs Available
- 5052T Aircraft Aluminum
- Also Available Chromed
- Brushed-Satin Finish
- Extended Lengths
- Dealer Inquiries Invited

*SPECIAL LOW PRICE ONLY $109
* (STOCK GUARD WITHOUT GRAPHICS)
TO ORDER CALL
870-486-5681 Phone or Fax
GOLD STAR INDUSTRIES
P.O. Box 367, • Monette, AR 72447
www.goldstar.com

GET ON THE FAST TRACK
AMERICAN MOTORCYCLE INSTITUTE
A DIVISION OF AMI, INC.
Toll Free For More Information
800-881-2264
amiwrench.com
Harley-Davidson · Kawasaki
Yamaha · Suzuki
Ducati · Honda
BMW
AS A MOTORCYCLE TECHNICIAN TRAINED IN ONE OF AMERICA'S TOP INSTRUCTIONAL FACILITIES!
- New classes start every five weeks
- Financial aid to those who qualify
- All tools provided during training
- Lifetime job placement assistance
- Approved for Veterans Training
- Graduate in five months
- Factory supported


AMERICAN MOTORCYCLE INSTITUTE AMI CERTIFIED MOTORCYCLE MECHANIC
FOUNDED 1972
3042 West International Speedway Boulevard
Daytona Beach, Florida 32124

HELMETHEAD CYCLE GEAR.com
"Your Internet Cycle Shop"
Manufacturers of
The ORIGINAL
Helmet Privacy Fencing
SUNBLOCKER
Toll Free 1-888-337-4786

VIAGRA®
www.ViaMedic.com
SAFE • SECURE • DISCREET

$10 OFF
ALL NEW ORDERS
WITH REFERRAL CODE:
MOTORCYCLIST
1-800-467-0295

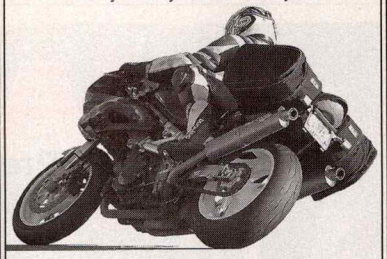
EURO BIKES
WWW.EUROBIKES.COM
US IMPORTER AND DISTRIBUTOR FOR
EXHAUST CONCERT
NIKKO RACING

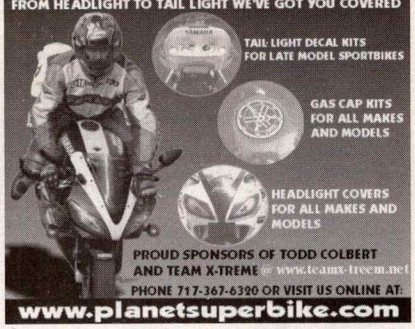
FOR BEST PERFORMANCE AND LOOK WE NOW OFFER 2 LINES OF EXHAUSTS. AVAILABLE IN LOW, HIGH MOUNT AND UNDERSEAT.
ALUNIMUM, CARBON, ALUMINUM FIBER AND TITANIUM
2004 R1 UNDERSEAT
703.257.9500
WWW.EUROBIKES.COM

www.allpromotorsports.com
WholesaleXpress
1.877.797.2453
Factory Parts
and Accessories
SUZUKI
Kawasaki
KTM

PIPE CITY
"Exhausting your bike, not your bank account"
YOSHIMURA HINDLE MotoLogic D&D HARDCHROME Scorpion AKRAPOVIC LeoVince STAINTUNE COBRA micron VANCE HINES FORCE REMUS
Shipping Included
The best prices on all your motorcycle pipe and performance needs, Street or Cruiser!
PIPECITY.COM
AZ 480-632-2700 Toll Free 800-391-2571

www.LeesEastCoast.com
Lee's East Coast Performance
FREE Shipping
All Brands Welcome! We Beat Everyone's Deal!
Aftermarket Expert
FAST & CHEAP
Factory O.E.M. Kawasaki & Yamaha
Phone: 336-889-3716

RKA
Beautiful Soft Luggage That Works
* Since 1985 making * Quality * Functionality * Beauty *
* Made by Motorcyclists for Motorcyclists *

Call 1-800-349-1-RKA (1752)
or visit the most informative soft luggage website.
www.RKA-Luggage.com

PLANET SUPERBIKE
HEADLIGHT COVERS & GRAPHIC KITS
FROM HEADLIGHT TO TAIL LIGHT WE'VE GOT YOU COVERED

TAIL LIGHT DECAL KITS FOR LATE MODEL SPORTBIKES
GAS CAP KITS FOR ALL MAKES AND MODELS
HEADLIGHT COVERS FOR ALL MAKES AND MODELS
PROUD SPONSORS OF TODD COLBERT AND TEAM X-TREME @ www.teamx-treem.net
PHONE 717-367-6320 OR VISIT US ONLINE AT:
www.planetsuperbike.com

WORLD OF CYCLES
Discount Parts Warehouse
GENUINE O.E.M & AFTERMARKET PARTS & ACCESSORIES
YAMAHA
SUZUKI
KTM
Kawasaki
• 200+ Top Name Brands
We Sell It for Less. Period. Exclamation Point!
www.worldofcycles.com
Since 1958
Free Shipping on Qualifying Orders
BUY DIRECT AND SAVE
1-800-860-0686

NEW

Cast-Clamps™

The ultimate bar/rod mounting system

Night-Cutters™ & Cockpit Mounts™ now come in Cast-Clamp™ models. Available for 7/8", 1" or 1-1/4" bars and 10 / 12 mm rods. Neat, strong, compact and versatile, Cast-Clamps™ come in silver and black, so they are sure to look great on any bike. Visit our site and see all the neat stuff, including Stealth-Edging™ and the new Quick-Scan mirrors. Ride with no equal...ride with Saeng/TA.

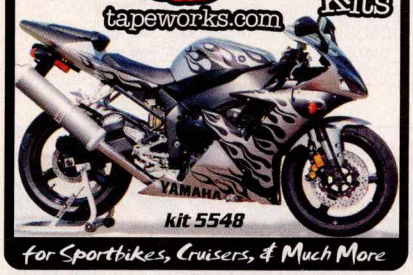
www.saeng.com 402 563-3444

NEW

HONDA
SUZUKI
Kawasaki
1-800-323-0078
WORLD'S LARGEST PARTS WAREHOUSE. ORDER DIRECT AND SAVE!
SINCE 1971
MIDWEST ACTION CYCLE

AAA RIMS, INC.
Do You Need Your Bike Wheels Chromed?
Show Quality Chroming: From the Most Custom Harley Fatboys to the Hottest Sport Bikes
WE DO PARTS TOO!
CALL TOLL FREE: 877.533.7467
www.aaarims.com/motorcycle.shtml

CYCLE DEPOT
www.cycledepot.net
866.292.5333

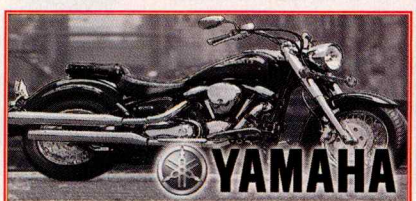
Tape Works Graphics
FLAMES Kits
tapeworks.com

kit 5548
for Sportbikes, Cruisers, & Much More

WANT TO SHOW THE WORLD YOUR NUTZ?
THE ULTIMATE BIKERBALLZ MOTORCYCLE ACCESSORY

NOW YOU CAN...

Just hang from your motorcycle, bike, low rider, ATV or rear view mirror. Available in: red, blue, flesh, black, white, yellow, blue, camouflage and chrome. "Takes a licken" guarantee.
Call us toll free mon.-fri. 9am to 8pm EST
1-866-HOT-NUTZ
468-6889
Distributors and retail welcome
MasterCard VISA AMERICAN EXPRESS DISCOVER
www.Bikerballz.com

DISCOUNT PRICES
FASTEST SERVICE
Over $750,000 on-hand inventory!
KAWASAKI HONDA
"Worldwide Service"
Genuine Parts & Accessories
SUZUKI YAMAHA
Call the Pros, we'll get your order right!
1.800.359.0567 FAX 1.828.277.1862
1.828.277.6601 All Major Credit Cards mrcycles.com


YAMAHA
V-Star to Roadstar
Aftermarket Parts & Performance Center
YAMAHA KEYSTAR ACCESSORY DEALER
NORTH COUNTY YAMAHA
Order Toll Free (800) 225-1629
Fax (760) 739-8483 ▲ Sorry, no catalogs
www.ncyyamaha.com

CARROZZERIA www.CZUSAINC.com
Forged Alminum Wheel

We are the pioneer of Forged Alminum Wheel for motorcycle.
CARROZZERIA USA, INC.
950 DOVLEN PLACE, SUITE C • CARSON, CA 90746
TEL: (310) 719-2271 / FAX: (310) 719-2272

PROFESSIONAL
CHROME Plating
- Specializing in motorcycle wheels and parts – all makes and models.
- Proprietary FIVE LAYER process – better than a triple plate finish.
- Factory direct – fast turnaround, reasonable prices, and one-year warranty!

SAP Santa Ana Plating
Trusted for over 40 years
www.chroming.com
(714) 549-3323
Ship to: 411 East Alton Ave.
Santa Ana, CA 92707

GenMar
HANDLEBAR RISERS
KAWASAKI • HONDA • YAMAHA • SUZUKI • TRIUMPH • MOTO GUZZI etc.
Raise your handlebar for a more comfortable ride and still retain stock look. From $59.95 to $139.95
www.genmarmfg.com • genmar@zianet.com
Order Toll Free (877) 471-1515 • Fax (505) 743-2305
GenMar Mfg. Inc. 110 1st Street • HC1 Box 35 • Arrey, NM 87930

1 IN PARTS AND ACCESSORIES
FAST - EASY - CHEAP
TIRES - EXHAUST AND MORE
www.CYCLE-ONE.com

Kawasaki SUZUKI
GENUINE FACTORY PARTS & ACCESSORIES
BEST PRICES! FAST SERVICE!
1-800-245-3101

Bohn Body Armor
Protection Solutions
BACK PROTECTORS FROM $99
ARMORED
ADVENTURE SHORTS $89 great under leathers!
ADVENTURE PANTS Wear under Jeans from $139
Made in USA, Road or Track The Best Protection!
MOTARD & M-X GEAR
DIGITAL GEAR INDICATORS
Acumen $99
EASY FIT ON MOST BIKES
NEW PLUG-IN SOLUTIONS (no soldering) for many bike, check web site
New Super-Cool mesh armored shirts& pants CHECK WEB FOR DETAILS
Scottoiler Automatic, Clean, Chain Oiling
Toll Free (888) 922 9269 www.actionstation.com

CBR F2 & F3 TRUNK KIT
WITH QUICK RELEASE SEAT
Now you can have a LARGE, completely CONCEALED storage compartment for your hat, glasses, gloves, raingear, etc. This complete kit is easy to install, easily accessible and LOCKS/UNLOCKS seat electronically with your ignition key. Only $89.95
(800) 980-3517
ORDER TODAY!
M.D. Wright, Inc.
www.flashalert.com
4701 East 870th Road, Casey, IL 62420
THE INTEGRATOR KIT
GET A SLEEK NEW LOOK FOR YOUR BIKE!
This kit makes your stock brake light also work as the turn signals, giving you the option to remove the rear turn signals and fender completely. Works on almost all bikes with two side by side brake light bulbs. Easy installation! Only $49.95

DO YOU NEED CHROME WHEELS NOW?
WE GOT 'EM IN STOCK!
Now available, Chrome swingarms
Blowout deals, Call now for prices
Chrome plating done here! TOLL FREE 1-866-624-7663
OVERNIGHT DELIVERY IS AVAILABLE!
Lowest prices•Quick service•Top quality•Work guaranteed
www.ChromeProsPlating.com

BAGSTER
Motorcyle Tank Covers and Bags FOR ALL BIKES
703-257-9500
WWW.EUROBIKES.COM
Going Places? Your Motorcycle has a tank RIGHT?
USE IT!
Fill up without removing the bag!! Over 10 different bags to choose from in 20 colors. Our bags can add from 20 to 37 liters of storage.
Our Tank Covers protect the whole tank and are perfectly matched to your motorcycle colors.
All of our covers are custom made and can be ordered even if your bike is 25 years old!
Special: Order any Bag, Tank Cover combo and receive $50.00 off!!
Also available custom seat covers for all bikes.
KAWASAKI BUELL BMW MOTO GUZZI DUCATI

pit bull motorcycle stands
By Full Spectrum Design
620 Pearl Avenue
Huntsville, AL 35801
(256) 533-1977
Website: www.pit-bull.com
E-mail: pitbull@hiwaay.net

RideSafer
Motorcycle Safety Products
www.ridesafer.com
(440) 599-6629

Cool Sportbike Stuff
Low Prices
1888fastlap.com
1-888-FASTLAP

MOTORCYCLE TRAILER KIT
• 1000 lbs. capacity black trailer
• DOT approved
• Also 2- & 3-bike trailers & jet ski trailers
• Comes with loading ramp
• Now Available! Wider Rails for up to 200 mm tires
$255 + shipping (UPS) + sale tax in California
Scandi-Pacific Trading (714) 892-6501
11762 Western Ave., Unit J, Stanton, CA 90680 www.scandipacific.com

USED PARTS
J&W Inc.
Discount Tires•Brake Pads•Rebuilt Starters & Stators
Great Prices –
Satellite Parts Locator
CALL
1-800-559-8086
www.johnsonandwood.com
Next Day Shipping Available

www.helibars.com ▪ 1-800-859-4642
HELI BARS™
Performance Shouldn't Be Painful!

SALES & SERVICE TRIUMPH
#1 in the US
• Largest Hinckley Inventory in the US
• Knowledgeable Expert Staff
• Exclusive Classic Model Highway Pegs
• Full Line of New Triumph Gear
• Immediate Shipping
GreatBay MOTORCYCLES
90 Lafayette Road, North Hampton, NH 03862
888.999.0996 • www.greatbaymotorcycles.com

www.REVsPerformance.com
Engine Bars | Huggers | Sports Racks | Undertrays
Plus – Exhausts, Grab Rails, Luggage, Screens and more...
CALL TODAY... 800-787-2040

Second Look
Extreme Tank & Seat Skins
LED Taillights
Undertails & Huggers
Extreme Custom Skins
Chrome Frame Protectors
www.second-look.com
800-636-7741

CATALOG ONLY $5
PINGEL
PINGELONLINE.COM
Now Available! Pingel All Electric Up/Down Shifter
Hayabusa
Pingel Enterprise, Inc. Ph: 888-4-PINGEL

Got Buell®?
LOOKING FOR PARTS FOR YOUR BIKE? WE'VE GOT 'EM!
FOR A CATALOG: (760) 727-2333 or www.americansportbike.com
AMERICAN Sport Bike SO. CALIFORNIA
1341 Distribution Way, Unit 22 Dept MC 14 • Vista, CA 92083

CUSTOM WHEELS BUILT..... 250 REAR BIG TIRE CONVERSION
GOT CHROME
WHEELS ENGINE COVERS ROTORS
FOOTPEGS SUBFRAMES SWINGARMS
IN STOCK NO WAIT !!!!
7404 TARA BLVD. JONESBORO GA 30238 (TEL) 770.472.5281
TARAMOTORSPORTS.COM

RIDE AWARE. SHOW YOU CARE.
MOTORCYCLE INDUSTRY COUNCIL, INC.

DISCOUNT HONDA PARTS

SHIP TO YOUR DOOR
CALL OR FAX
FAX-1-336-667-9069

GENUINE HONDA PARTS
MASTERCARD VISA DISCOVER

9AM-6PM MON-FRI & TILL 4PM SAT EST

TOLL FREE 1-888-331-5679

Motorcycle Paint

Honda Kawasaki Suzuki Yamaha
Original Colors for all Brands
Touch-up, Aerosol, Professional Packaging
Ducati H-D Aprilia BMW
Dealer inquiries welcome.
Same Day Shipping
1-800-358-1882

SAM'S MOTORCYCLES *SINCE 1971*
USED ALL MAKES & MODELS SAVE
PARTS UPS DAILY SE HABLA ESPAÑOL 40%-75%
605 SILVER HOUSTON, TX 77007
800-346-2838 • 713-862-4026 • FAX.713-880-9403

FZ1/R1 HOLESHOT™ SLIP-ONS
- Handcrafted stainless/aluminum canister available in polished or powder black
- Beautiful high or standard versions, polished stainless elbow pipe with tapered inlet for maximum flow rate, includes center stand stop
- 10 to 12 HP gain and more torque with Dale's matching FZ1 Stage 1 modified jet kit
- Upgradable FZ1 Holeshot header system coming soon
- Check out our web site for many other FZ1 products

OUR R1 HIGH PIPE SLIP-ON IS ALSO A MUST SEE!
(831) 761-2808 FAX 761-3105 WWW.HOLESHOT.COM

SV-650 HOLESHOT™ SLIP-ONS
- Handcrafted 4" alum./stainless canister
- Polished or powder black muffler
- Polished stainless elbow pipe
- Retains rear pegs, light weight, improved performance and deep V-twin growl
- Standard or high mount Holeshot™ slip-ons through 2003 model available

CALL OR LOOK AT OUR WEBSITE FOR FULL DETAILS & GREAT COLOR PHOTOS
(831) 761-2808 FAX 761-3105 WWW.HOLESHOT.COM

Motorcycle Performance Specialties
MPS
www.mpsracing.com
Automatic Air Shifters
Complete online catalog!
www.mpsracing.com

(410) 962-1335
BALTIMORE CYCLE SALVAGE, Inc.
The Force in the Used Parts Business
Tons of Used Cycle Parts for:
Honda • Kawasaki • Suzuki • Yamaha
UPS • COD
1629 Warner Street • Baltimore, MD 21230

GEZA gear **PATENT #5562139
Pro-Stretch Covers
SIZES FOR ALL MAKES AND MODELS
* Non-baggy tight custom fit * Provides protection where you need it most * Superior 4 point securing system * Scratch and dust proof * Water, UV & heat repellent * Breathable * Stores under most seats * Trailers without blowing off * Won't flap in the wind * Lockable
ORDERS, *NEW SIZES* & FREE BROCHURE
703•327•9844 www.gezagear.com
26089 Iverson Dr., South Riding, VA 20152

CAMERA MOUNTING FOR SPORTBIKES
www.SPORTBIKECAM.com

HYPER - LITE Flashing
LED BRAKE LIGHT ENHANCEMENTS
Easy Installation SuperBright
Waterproof Durable
PROTECT YOUR REAR!
www.hyperlites.com 888-770-1010

BOB'S BMW
Get our ALL NEW BIG CATALOG
Everything for your BMW.
Order it on line! www.bmwbobs.com
or call: 1-800-269-2627

pocketbike.com
The best selection, the most parts, the right tech
Miniature Italian racing motorcycles
Four online catalogs to choose from
ATM polini PASINI ZPF
You CAN afford to go GP racing!

Call TOLL FREE for Membership Information TODAY!
800 AMA JOIN
AMERICAN MOTORCYCLIST ASSOCIATION

2004 Americade
WORLD'S LARGEST TOURING RALLY
JUNE 7-12....Lake George, NY
P.O. Box 2205M • Glens Falls, NY 12801
FAX: 518-798-0169 • Infoline: 518-798-7888
www.tourexpo.com

HI-TEC DIGITAL TIRE GAUGE
TG100 ■ $23.90
ROADGEAR 36.5
TO ORDER NOW
800-854-4327
www.roadgear.com 24 HOURS, 7 DAYS MAJOR CREDIT CARDS ACCEPTED

EUROPEAN BIKE + BUS TRAVEL
Guided bike trips in **Europe**
1 week from $1,320 incl. bike, tour guide, hotel, half board, transfer from / to Munich airport or Frankfurt am Main airport / Germany
www.european-bike-travel.com
www.european-bike-travel.com

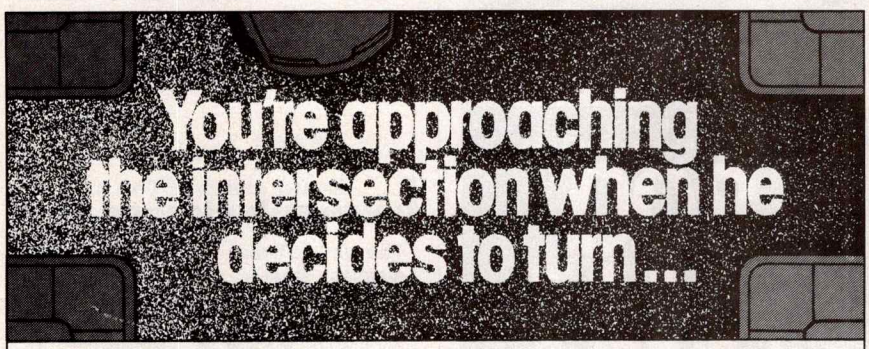
Protect your helmet from dust, UV light, gravity and thieves!
Locking *Stainless Steel* Cabinets for Helmets, Jacket and other Gear!
www.cyclegearstorage.com

SPIEGLER
BRAKE SYSTEMS USA, LLC
www.spieglerusa.com
The world's finest stainless steel brake lines
DOT and TÜV approved
Available in several colors for any motorcycle
Adjustable!
Please contact your local dealer or call (937) 291-1735

ad index

4 Aces Motor Sports .....PM
A&J Cycle Salvage .....PM
AAA Rims .....PM
Access RX .....PM
Actionstations .....PM
Aerostich .....PM
AFX North America 55
AGV Sport 97
All Pro Motorsports .....PM
American Honda 123
American Motorcycle Association 15
American Motorcycle Institute .....PM
American Sport Bike Parts .....PM
American Suzuki 19, 21, 89
Americade .....PM
Arai Helmets 85
Aritronix .....PM
Art Automotive 77
Aston Enterprises .....PM
Avon Tyre 47
Baltimore Cycle Salvage .....PM
Baxley Trailer .....PM
BMW Motorcycles .....Cov. 2–3
Bob's BMW .....PM
Bridgestone 7
C&A Intl./Parts411.com .....PM
California Superbike School .....PM
Carbone Lorraine Composites 31
Carrozzeria .....PM
Chapparal 92–95
Chevrolet .....Cov. 4
Chrome Pro's .....PM
Classic Components .....PM
Cobra Engineering 52–53, 111
Color Rite Distributing East .....PM
Competition Werkes .....PM
Cycle One Motosports .....PM
Cyrus A-Chrome .....PM
Dale Walker's HP Products .....PM
Dennis Kirk 87
Devil Bikes .....PM
DP Brakes 79
Dunlop 57
East Coast Minimoto .....PM
Eurobikes .....PM
European Bus & Bike Travel .....PM
European Motorcycle Accessories .....PM
First Gear/IFW 29
Formotion Products .....PM
GenMar Manufacturing .....PM
Gericke/IFW 25
Geza Gear .....PM
Gold Star Industries .....PM
Great Bay Motorcycles .....PM
Heli-Modified .....PM
Helmet Sunblocker .....PM
Hoffman Metal Products .....PM
Hyper-Lite .....PM
I Motorcycle Store .....PM
Icon .....Cov. 3
Iron Pony 115
Joe Rocket 73
Johnson & Wood Inc. .....PM
Kawasaki 58–59, 80–81
KBC Helmets 37
KTM 33
Lee's Kawasaki .....PM
Marietta Motorsports .....PM
Matrix Bikes .....PM
Maxxis 9
MD Wright Enterprises .....PM
Midwest Action Cycle .....PM
Motonation 91, 117
Motorcycle Accessory Warehouse 68–69
Motorcycle Gear Storage .....PM
Motorcycle Mechanics Institute 65
Motorcycle Performance Specialty .....PM
Mr. Honda/Kawasaki/Yamaha .....PM
National Cycle .....PM
New Egypt Cycle .....PM
Nichols Direct 101
North County Yamaha .....PM
Öhlins 111
Performance Machine 122
Pingel Enterprise .....PM
Pipe City .....PM
Pirelli 63
Pit Bull .....PM
Powersports Accessories .....PM
Progressive Insurance 41
Red Wing Shoes 5
Regina 96
Rev's Performance .....PM
Reyer & Associates .....PM
Ride Safer .....PM
Rifle Fairings 125
RKA .....PM
Roadgear .....PM
Ron Ayers Motorsports .....PM
S/R Motorsports .....PM
S100/BIS Brookside Import 96, 117
Saeng .....PM
Sam's Motorcycle .....PM
Santa Ana Plating .....PM
Scandi Pacific Trading .....PM
Scorpion Exhausts 91
Second Look .....PM
Set Up 125
Shoei Safety Helmets 75
Simione Signs .....PM
Spiegler Brake Systems .....PM
Sportech 123
Starcycle .....PM
Suomy Helmets 43
Tape Works .....PM
Tara Motorsports .....PM
Teknic 11
Tour Master 120–121
Tracey's World of Cycles .....PM
Vance & Hines 119
Victory 49
Vortex Racing Components .....PM
Wilkes Honda .....PM
Works Performance 110
Yamaha 12–13, 27
Yoshimura 39
Yuasa 119

Simply the best.
Custom-built shocks for nearly every touring, sport riding and racing motorcycle.
Twin shocks from $239/pr.
Single shocks from $299/ea.
Adjustable dual-rate fork spring kit $89.
(818) 701-1010 Fax (818) 701-9043
Works Performance Products, Inc.
21045 Osborne St. Canoga Park, CA 91304
Catalog $3. www.worksperformance.com
WORKS SHOCKS



Do you know what to do? You've got less than half a second to make the right decision. And that's what separates advanced riders from the rest. Take the *Experienced RiderCourse*®. Call 1-800-447-4700.
Motorcycle Safety Foundation

www.ohlinsusa.com

Is the best good enough?

STREET

When the world of motorsports talks suspension and performance, they often talk about Öhlins. Our suspension systems work better for every rider, making your machine more stable, and giving you a more comfortable,confidence-inspiring ride. At Öhlins, it's all about being first. The truth of the matter is, when you invest in Öhlins Road and Track forks, shock absorbers and steering dampers you will definitely improve your machine's performance.

HAVE YOUR DEALER CONTACT
PARTS UNLIMITED
www.parts-unlimited.com

ÖHLINS
ADVANCED SUSPENSION TECHNOLOGY

- Easy to install
- Advanced tuning options
- No specialized tools needed
- Comes with everything you need to install

DESTINED FOR THE SIMPLE LIFE.

The Fi2000 Digital Fuel Processor makes advanced tuning easy. This amazing unit installs with a few color-coded wire plugs, helping your fuel-injected motorcycle run smoother with better throttle response. No special tools or training required. No computer downloads. Zero hassles. Better performance made simple from Cobra. **Visit www.cobrausa.com or call 714-692-8180 for a catalog.**

COBRA

Tips, Tweaks, Fixes and Facts: A Complete Guide to the Motorcycle Ownership Experience

the real world

Edited By Marc Cook

How It Works: Ultra Stoppers

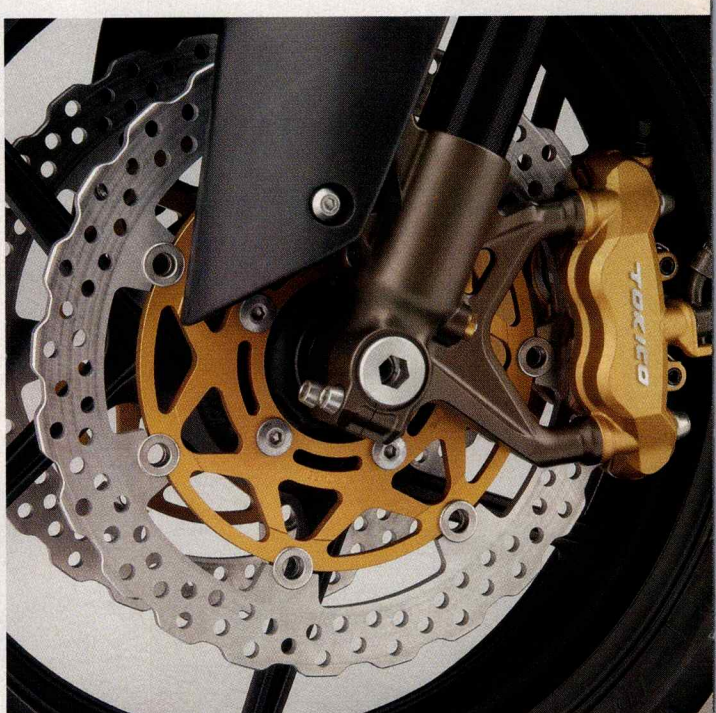
Nice to know your investment in MotoGP is paying off

IN THE ENTHUSIAST'S IDEAL WORLD, EXQUISITE HIGH technology from race teams would trickle down to streetbikes so quickly the parts would still be hot to the touch. As soon as Honda was happy with some trick part on its RC211V, it would show up on a CBR. Yeah . . . sure.

As motorcycle buyers, we all help support racing, so it's a real pleasure to note that our investment has given us streetbike technology that was designed, vetted and developed on the track. That technology is the radial-mount brake system.

Although not a dramatic technological departure, the radial-mount systems out there represent a practical evolution in braking performance. By the simple expedient of reorienting the way the caliper bolts to the fork leg, this arrangement makes it possible to build a smaller, stiffer caliper, which in turn offers benefits down the line. Rather than mount the calipers with bolts parallel to the axle line, as has been the convention since the inception of disc brakes in motorcycles—in part to allow single-piston designs to float laterally—radial mounts place the bolts in a fore-and-aft orientation on the bike.

By rethinking mounting methods, several advantages emerge. For example, the mounting structure can be stronger without adding a lot of weight. By increasing the distance between mounting points, the structure is inherently stiffer. What's more, the load path from the caliper to the fork leg now has a combination of tension and compression forces: The top bolt will be loaded in compression, meaning the caliper tries to press itself into the upper mount under braking load, while the bottom bolt will be stressed in tension, meaning that it tries to pull the caliper off the mount along the bolt axis. By eliminating the shear forces of a conventional design, the mounting hardware can be lighter for any given load or kept the same size and made considerably stronger. The design also allows for changes in disc diameter with little more than a set of spacers between the caliper and fork leg, which is a useful feature for race teams trying to optimize brake size.



Left: Kawasaki's ZX-10R features Tokico's four-piston, radial-mount calipers gripping lightweight, serrated-edge rotors—basically the state of the art in literbikes circa '04. Above: A thick caliper mount emanates from the fork near the axle, where the structure is naturally robust. The mounting bolts transfer loads without shearing forces, so the assembly can be light and strong.

By design, radial-mount calipers can be made smaller and stiffer—particularly in their current four-piston, opposed configuration. This follows a natural progression that started with the first two-piston calipers and eventually led to six-piston units (as well as eight-piston calipers in the aftermarket, presumably on the premise that more is always better). This then reversed itself to the point that since the late 1990s, four-piston calipers have been the de facto standard. (Brembo's engineers, who have steadfastly stuck to the four-piston format, must have chuckled at all the variations as orthodoxy returned to their pet philosophy.)

A stiffer caliper can be lighter for the same size or stronger for the same weight, and these new brakes take advantage of both aspects. Why is stiffness so important? Braking force is the result of hydraulic pressure generated at the lever or pedal, and in the unassisted systems commonly used (we'll leave BMW out of the discussion for now), pressure is limited by lever geometry, rider strength and hydraulic leverage ratios. There's no free lunch. Increasing hydraulic advantage at the master cylinder requires more lever travel to move the caliper pistons a given amount, which reduces effort but makes the lever feel mushy. With stiffer calipers and better brake-line design, there's considerably less lost energy. This allows brake designers to increase the lever ratio without sacrificing feel. Indeed, the new radial brakes seem unusually powerful and low-effort, with instant bite. It may turn out that we're all in for a period of acclimatization: Even with care, it's much easier to lock a wheel on initial application, and now you even have to pay attention to letting go of the brake lever, as the radials can snap off as aggressively as they snap on.

If the caliper is stiffer—allowing improved hydraulic leverage—the system is therefore more powerful, and the brake discs themselves can be made smaller. (Let's face it: Pre-radial conventional brakes are far more powerful than they need to be, particularly on the street, where traction is ultimately the limiting factor.) As sportbikes go on a diet that would make the late Dr. Atkins smile, every gram saved is a big deal. We're seeing new systems mated to smaller-diameter rotors that, at least in the case of the new Kawasaki ZX-10R's setup, have serrated edges to further reduce weight. With ever more anorexic wheels, the brake disc becomes a larger portion of wheel mass, so it needs to do its part to reduce rotational inertia and unsprung weight, both of which make new bikes feel more agile and track over bumps better.

All together, radial-mount brakes—whether on a sportbike or a full-boat tourer, which they might eventually show up on—are win-win technology brought to you by your friends at the racetrack. Next time you're in the paddock, give the race engineers a wave of thanks . . . and while you're there you might ask, "So, what's next?"

PHOTOS BY MARC COOK

Smart Money

Kawasaki Concours, 1986–2003

- **CHEER:** Budget-priced like crazy
- **JEERS:** Buzzy engine, old-tech chassis, yesteryear build quality
- **MAINTENANCE WATCH:** Leaky engine, steering-head bearings
- **VERDICT:** This veritable time-machine sport-tourer offers a lot of bang for the buck
- **VALUE ACCORDING TO *KELLEY BLUE BOOK* (WWW.KBB.COM):** $2410 ('87), $2486 ('88), $2640 ('90), $2720 ('91), $2940 ('92), $3185 ('93), $3430 ('94), $3685 ('95), $4295 ('97), $4490 ('98), $4720 ('99), $4985 ('00), $5280 ('01), $5875 ('02), $6470 ('03)

AROUND HERE, A DISCUSSION OF LARGE SPORT-touring bikes never starts with the Kawasaki Concours. Talk centers on the Honda ST1300/Yamaha FJR1300 battle, acknowledging skirmishes on various BMW fronts. We seldom imagine the elderly Kawasaki even making it to the front lines, much less shooting straight enough to be a contender. If the ZG1000 were compared directly with newer bikes, it would be utterly annihilated.

Yet Kawasaki sells a handful of these supposed coal-burners every year, and has since 1986 with only a couple of interruptions. (There were no official '89 or '96 models for the United States—dealers sold leftovers.) When the bike was introduced the design was to be left unchanged for five years (at least) to preserve resale value and offer the aftermarket a chance to tool up. Kawasaki was more than true to its word. The '04 version is called the ZG1000A19; if you know Kawasaki's numbering system, you soon realize this is the same basic bike (the A suffix) in its 19th year of production. Whew.

Kawasaki has updated the bike and changed colors periodically. In '90, several minor engine mods were made. Kawasaki gave the bike its biggest revamp in '94, when it received a wider front rim mated to a revised fork with mechanical preload adjustment in place of air caps; the brakes were changed to dual-piston/slide-pin calipers with semifloating rotors; and the instrument cluster and fairing inner panels were updated. That's about it.

So what's to like? Concours owners rate the bike's comfort highly and praise the 90-some rear-wheel horsepower from the counterbalanced, liquid-cooled engine, which is derived from the vaunted Ninja 900. The riding position is roomy, and hard saddlebags are standard. Plus the price: A brand-new one is just $8199, while an '02 model is some $3200 cheaper than a same-year Honda ST1100 without ABS.

Over at the support groups, there's much discussion about reducing Concours vibration—including reindexing the external counterbalancer shaft—but the consensus is that a good valve adjustment and carb synch are just as effective. Regardless, the Connie buzzes around 4000 rpm—some bikes more and some bikes less. Reports show problems with the clutch "star spring" fatiguing or breaking, which results in a pulsing at the clutch lever; it's a simple fix, and updated parts are available. Valve clearances are supposed to be checked every 6200 miles, but it's a screw-and-locknut system so you don't have to keep a stock of adjusting shims.

Overall, the Connie seems to be robust, with fewer reported electrical gremlins than other sport-tourers and an engine that's good enough to keep a throng of die-hard fans satisfied.

On Your Knee!

The art of hanging off, explained

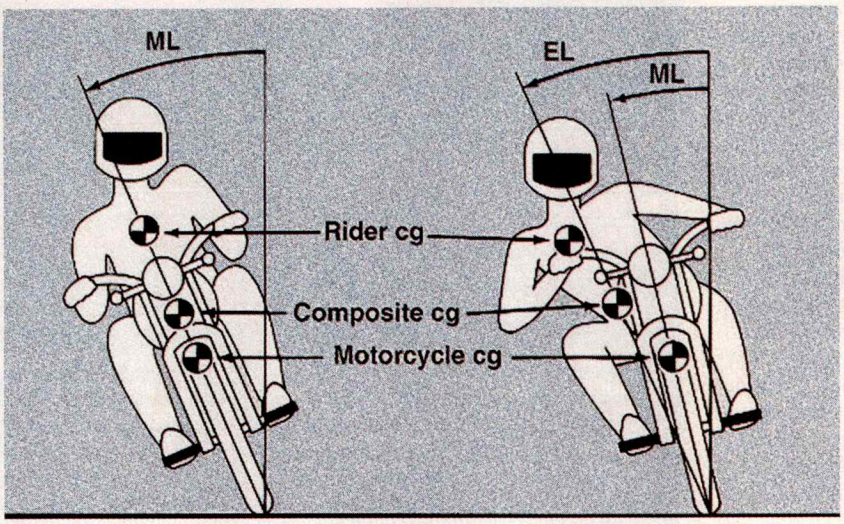
TRACK TECH

ANY RIDER CAN GIVE YOU PLAUSIBLE REASONS FOR going to a track school: To learn new skills from acknowledged experts, master brake and throttle control or explore the outer limits of their bike's performance in a structured environment. But ask the instructors at these schools—the Codes, Pridmores and Spencers of the world—and the most frequently asked question has nothing to do with delayed apexes or braking points. "How do I get my knee down?" is what everyone wants to know.

My, what vain apes we are... Vanity aside, there are plenty of sound reasons to drag a knee (and move the rest of your body away from the bike, too), especially as you become more confident and your track speed and lean angles increase. Hanging your body off the inside of the motorcycle allows the bike to stay more upright through the corner, increasing both cornering clearance and available traction. More traction and more clearance allow you to tighten your turning radius even more—which means you can corner faster, and more safely, when you're hanging off. And after looking cool, going fast is the next best thing at the track, right?

Hanging off helps by reducing motorcycle lean angle. When you ride bolt upright, as novice track riders tend to, your body's centerline is aligned with the motorcycle's, and your effective lean angle (which determines your cornering radius and, by extension, corner speed) is the same as the motorcycle's lean angle. Hang off and shift your body's centerline to the inside of the motorcycle centerline (see illustration), and the effective lean angle (which acts on the rider and motorcycle's composite center of gravity) is greater than the motorcycle's lean angle (which acts alone on the motorcycle center of gravity).

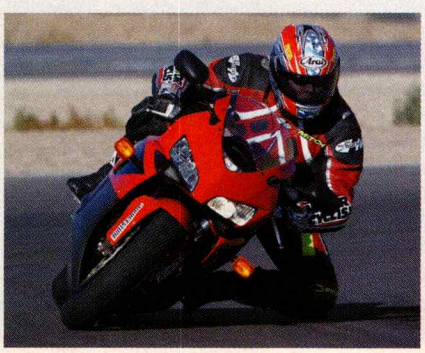
At any given speed, then, a motorcycle with the rider hanging off is less leaned over than one with the rider sitting upright. This makes the hung-off rider safer at that given speed (and less likely to auger a footpeg or overwhelm available traction). Alternately, hanging off will allow that same rider to corner faster by permitting him to further increase the motorcycle lean angle to complete the same corner at an even higher speed.



How do you know when you're ready to go knee-down? If you're touching down footpegs and you're not already skimming a knee, you're more than ready to move off the bike. The most important thing to keep in mind when moving around on your motorcycle is to move smoothly and early. Sort out your body position *before* you reach your turn-in point to lessen the chance of upsetting the motorcycle's suspension with abrupt movements midcorner. Begin by moving the balls of your feet up onto the footpegs to keep your toes from dragging, allowing you to better use your feet to smoothly reposition the rest of your body.

Next, move your upper body inward by pivoting your hips around the back of the fuel tank until your backside is a few inches off the edge of the saddle. As you rotate your hips toward the inside of the corner, bend slightly at the waist and drop your inside shoulder down to keep your body centerline inside the motorcycle centerline. Shift your head toward the inside of the turn as well, taking care to keep your eyes up, level with the horizon and looking through the turn.

Approaching your turn-in point, relax your grip on the outside bar and press on the inside bar to initiate your turn. As your bike begins to fall in, swing your knee outward and wait for it to touch down, using it as a lean-angle gauge. Because your body is off the bike and closer to the pavement, your knee will touch quite a bit sooner than if you were sitting in the center of the saddle. Soon you should hear that satisfying scrape—just before you are blinded by the flash of trackside photographers agog at your newfound track prowess. You can thank us later, preferably from the top step of the podium after you parlay this wisdom into an AMA Pro Racing gig.



DAVID DEUHURST

GOLD'S GOOSE

Left: The Butcher pulverizes another apex, knee-down and looking purty. Right: Here's how the racers do it: Body well inside the bike's mass, knee down but not extended like an outrigger.

We have it all
call or visit www.ironpony.com
for items not listed.

Free Shipping On Orders over $100

$8.95 shipping on orders under $100
*Tires and Specified Items Excluded.

DUNLOP METZELER MICHELIN
Other Brands Available

www.ironpony.com

24/7 Website Shopping

Call Toll Free (877)799-PONY(7669)

Catalog Hours M-F 10-7/Sat 10-2(EST)

AMERICAN EXPRESS DISCOVER MasterCard VISA

Expires last day of cover month
Prices subject to change

IRON PONY DIRECT LLC

Columbus, Ohio

#1 Rated Motorcycle Accessory Superstore in the Nation

5685 Emporium Square
Columbus, Ohio 43231
(800)255-2961

Store Hours
Open 7 Days a Week
M-F 10-7/ Sat 10-5/ Sun 11-4

Retail store prices may vary. Not responsible for typographical errors and/or ommissions.

Log on or call for a Free Catalog! #MC0404

ICON Halo Helmet $234.95

ICON Rubatone Helmet $219.95

ICON Mainframe Solid Helmet $209.95

Vega Summit Flip-Up Helmet $147.99

Vega Vista Helmet $77.99

ICON Aggressor Helmet $189.95

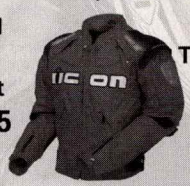
ICON Primary Helmet $189.95

ICON Alliance Solid Helmet $169.95
Metallic $189.95

DOT approved
Vega XTP Helmet
$37.99 - $60.99
XTS $53.99-$62.99
XT $63.99

Vega Altura Helmet
$63.99 - $70.99
DOT approved
Daytona $87.99 - $127.99
Monteterey $117.99-$127.99

ICON Hero Jacket $399.95



ICON Timax Jacket $214.95
Timax Mesh Jacket $199.95

ICON Timax Gloves $149.95
Short Gloves $99.95

402 Gloves $35.99
410 Gloves $53.99
Other Olympia Gloves available
Call or visit www.ironpony.com

Olympia 400 Gel Gloves $35.99

ICON Hooligan Gloves $69.95

ICON Super Duty Gloves $39.95

ICON Tarmac Gloves $24.95

Nitro Tourismo Jacket $120.00

Nitro Euro Jacket $115.00

ICON Super Duty Boots $84.95

ICON

Other Styles Available
Call or visit www.ironpony.com

Nitro Thunder Boots $54.95

Nitro Touring Boots $64.95

Nitro Sport Boots $69.95

Pro Sport Covers
Sport **$24.99**
Touring **$29.99**

Nylon Rim Savers $3.99

Alpinestars TZ-1 Jacket $289.95

Alpinestars T-Stunt Textile Jacket $179.95
T-Stunt Air-Flor $188.95
T-Stunt Leather $323.95

Green Light Triggers $10.95

Throttle Rocker $10.00

Available
Call or visit
www.ironpony.com

Alpinestars S-MX 3 Boots $197.95

Alpinestars S-MX Air Gloves $50.99

Other Styles Available
Call or visit www.ironpony.com

Cycle Foot $1.99

Sport Tech Chrome Windscreens $79.95

All Tour Master Cruiser and Sport Luggage Available
Call or visit www.ironpony.com

All Willie & Max Luggage Available
Call or visit
www.ironpony.com

LP USA Tire Pens $4.99

Other LP USA Items Available
Call or visit www.ironpony.com

All Joe Rocket Luggage and Apparel Available
Call or visit
www.ironpony.com

24/7 Website Shopping www.ironpony.com 24/7 Website Shopping

Toll-Free (877)799-PONY(7669)

Catalog Hours
M-F 10-7
Sat 10-2
Eastern Standard Time

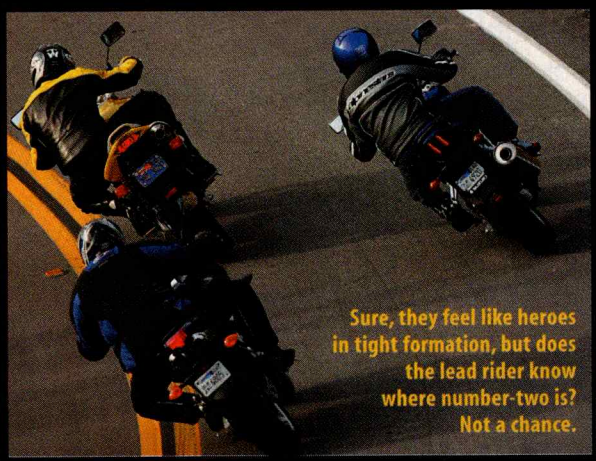
Store Hours
Open 7 Days a Week
M-F 10-7/ Sat 10-5
Sun 11-4

Street Savvy: Next To Thee

ONE BEAUTY OF SINGLE-TRACK VEHICLES—THAT'D BE A MOTORCYCLE, FOR you guys snoozing in the back—is that you've got lots of options. Bikes can go where cars can't, saving you time in traffic and offering alternatives when obstacles present themselves, and they can be ridden in a formation that provides safety in numbers (you're more easily seen) and on-the-road camaraderie.

But such flexibility often leads the inexperienced into trouble—specifically, into the incautious act of riding directly side by side. Sometimes you'll see this with newbie sporty types—is it passé to call them "squids"?—but we've seen all types placing themselves directly alongside another rider, and not just as a transient act but for miles and miles. Here's why that's a bad idea.

Where did he go? Motorcycle mirrors are bad enough without complicating matters. A rider who snugs up right alongside but just slightly astern from you will be all but invisible except in your peripheral vision. If he was there just a second ago and then disappeared from your mirror, you must make the on-the-fly determination of where he's gone. Maybe you want to look over to your left, and if you just happen to nudge the right bar end while you're doing so...boom, there you go, banging fairings. As a rule, when following another rider, stay in a position that allows you to see him in your mirrors. If you can't see him, he can't see you.



Sure, they feel like heroes in tight formation, but does the lead rider know where number-two is? Not a chance.

KEVIN WING

So much for that way out. When you ride right next to another rider, you are closing the door on a vital escape route. Say a tire explodes on the SUV ahead and the lead rider's only out is to move in your direction. What's to guarantee that you'll see the incident quickly enough to get out of his way? If you maintain lateral space and sufficient following distance you'll be able to react not only to the incoming projectile, but also to your partner's reaction.

Practice good lane discipline every time you ride, and make it a habit to counsel the less experienced riders in your group before any of you has a coming together.

Motorcyclist magazine is online! Aim your browser at www.motorcyclistonline.com for the scoop on all the newest streetbikes, exclusive features, hands-on how-tos, test-bike performance data, basic specs on every street-legal bike sold in America—and much more.

CHECK OUT our how-to section to get expert advice on everything from detailing tips to heavy-duty service.

WHY WAIT? Two-wheel news breaks first at www.motorcyclistonline.com. Our guys wring out the new bikes and get you the straight story the next day.

WITH THE LIST, Hard Numbers and an ever-growing road-test library, vital information on any street-legal bike sold in America is only a click or two away.

www.motorcyclistonline.com

MOTOR CYCLIST MAGAZINE

How Come He's Out Riding ...

... And I'm Still Here Cleaning???

"I just don't get it. There goes my neighbor and he started cleaning his bike after I did. He's got a clean bike and I'm not even half finished. What gives?"

Poor Larry. Trying to clean his bike the clumsy, old fashion way. Too bad he hasn't found out about S100® Total Cycle Cleaner, the product Rider Magazine called "*the revolution for the Saturday morning wash*". Spray it on, touch the heavy dirt with a sponge, hose if off and you're done in about 15 minutes. Factory approved and supplied to leading motorcycle manufacturers for over a decade. Ask a friend. He'll tell you that S100 is the secret to getting in more riding time this year! Available at better bike shops everywhere.

NEW!

Now in Quick-Application Aerosol Spray!

For Free Catalog: S100 - 550 E. Main Street, Branford, CT 06405 • (203) 488-6569

SIDI MADE IN ITALY

For the Woman Rider

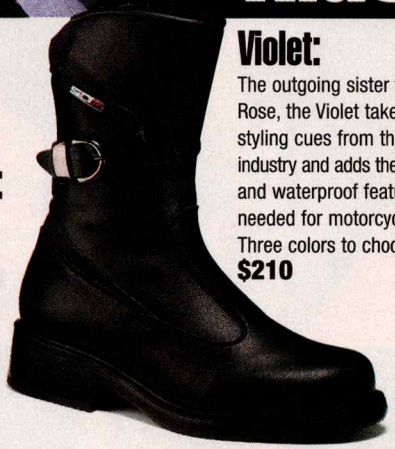
Rose:

The Rose is Sidi's most popular ladies boot. Classic moto styling with a waterproof liner. Available in three colors. **$195**.

SIDI lei

Summer Rose:

A new vented version of the Summer Rose that will keep your feet fresh and sweet on the long ride to Sturgis. Black only. **$185**



Violet:

The outgoing sister to the Rose, the Violet takes its styling cues from the fashion industry and adds the durability and waterproof features needed for motorcycling. Three colors to choose from **$210**

Motonation

1-877-789-4940

www.motonation.com

Call toll free to order or for the location of your nearest stocking SIDI dealer.

How-To: Persuading The Pads

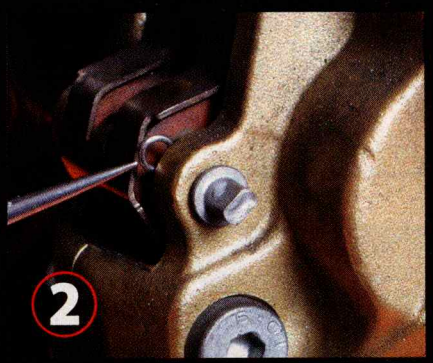
TODAY'S BRAKES—EVEN THE SPIFFY NEW RADIAL-mount variety—need little in the way of maintenance save for periodic fluid bleeding and occasional pad inspection and replacement. Changing pads is an easy afternoon job, and if you choose high-spec replacements you'll even get improved performance in the bargain.

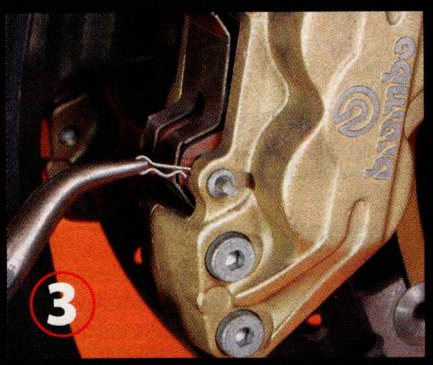
Begin by supporting the bike on the centerstand (or your track stand). Leave the fork free to turn because it's advantageous to be able to rotate the front wheel for access. If you're truly anal-retentive, you can devise a way to block the lever to keep bystanders from squeezing the pucks out when you've got the system disassembled. Cut a length of fuel line to fit between the grip and the lever, then pass a long zip-tie around the grip, through the hose and around the lever (1).

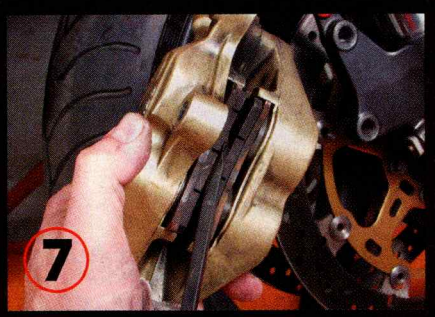
Simple pad replacement can be done with the calipers bolted to the fork legs, but it's better to remove them so you can closely inspect the components. Remove the bolts and set them aside. On fixed calipers such as these Brembos, rotate the retaining pins so you can see the loop end of the retaining clips (2). Carefully remove the clips with needle-nose pliers (3). On these Brembos, the retaining pins also keep the dust shield in place, so it will come free when the pins slide out (4). Other fixed calipers may call for removing two small Allen-head screws to liberate the dust shield.

With the pins removed, shake the caliper and the pads will fall out. Check them for cracks, missing pad material and general wear (5). There are telltale lines across the face of the pad; when the pad is worn to the bottom of these grooves, they're done. Before you toss the pads, use some aerosol brake cleaner to remove grime and pad residue from around the caliper pistons (6). Then reinsert the old pads and wedge a chunk of wood (or a large screwdriver) in between them to push the pistons back into their bores (7). As you do this, look at the master-cylinder reservoir to make sure fluid isn't overflowing.

Prepare the new pads and check the directions to see if you're supposed to reuse the original squeal shims (8). Insert the pads and try to keep your greasy paws off their faces. Reinstall the retaining pins and clips—these may be reused unless damaged. Clean up any remaining goo, and bolt the caliper back to the fork leg. Please use your torque wrench for this operation. Remove the lever block and pump the brakes until firm. Check the master-cylinder fluid level and you're done. Happy squeezing!







PHOTOS BY MARC COOK

Ask WHY these vehicles should have a high performance battery.

We're glad you asked.

Ask Yuasa high performance batteries meet or exceed O.E.M. specifications and standards.

Ask Yuasa high performance batteries are engineered for superior life and durability.

Ask Yuasa high performance batteries provide up to 30% more cold cranking amps.

Ask test studies confirm that Yuasa high performance batteries last twice as long as most competitors.

CERTIFIED YUASA BATTERY DEALER

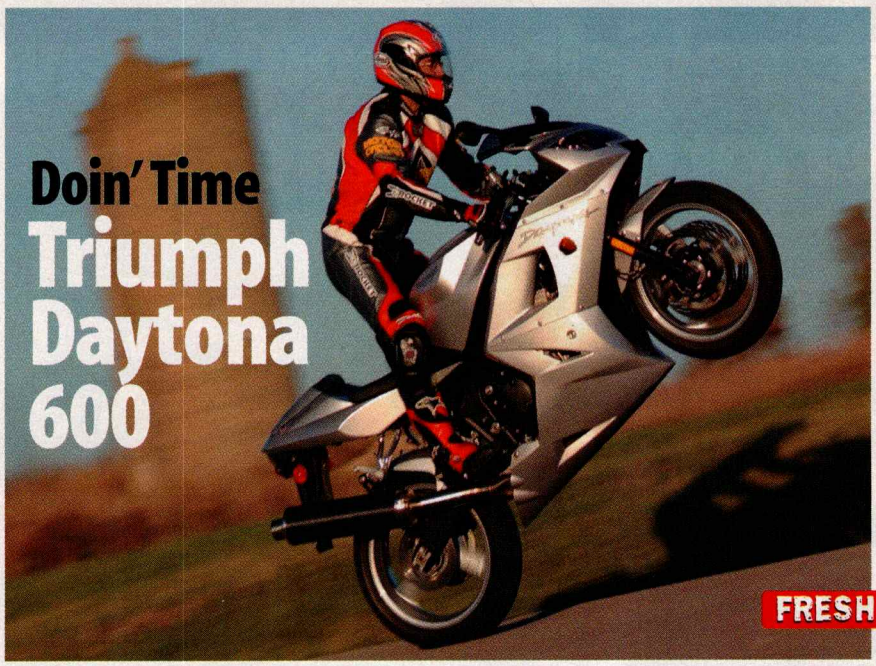
Look for this seal for quality Yuasa products.

YUASA

www.yuasabatteries.com
1.866.431.4784

Visit us for a full line of accessories.

VANCE HINES
PRO PIPE HS BY
VANCE & HINES
vanceandhines.com. 800-592-2529 or see your local dealer for more info.
WHEN YOU KNOW THE DIFFERENCE.



Doin' Time
Triumph Daytona 600

FRESH MEAT

Mission Accomplished?

Ringleader: **Frank**
MSRP: **$7999**
Miles: **963–5325**
Average Fuel Mileage: **33 mpg**
Recent Accessories and Modifications: **Conti Force Max tires, Aerostich SAE electric vest hookup (Brr!)**

WHAT TO MAKE OF THE DAYTONA 600, TRIUMPH'S second, sharper stab at the 600 supersport class? Worthy contender, or underachieving pretender? Sufficiently impressed with the D6 after our first ride at Spain's Cartegena circuit last spring, we begged a long-term tester to answer this question. After a little over 5000 miles into the venture, we're coming to some conclusions.

The short answer: The D6 isn't the class-killer Triumph hoped for, but it is much better than the spec sheet suggests. The D6 dyno chart peaks at 97.9 horsepower, five to 10 ponies down on its Japanese peers, and at 448 pounds full of fluids it's about 20–30 pounds heavier than most. By the numbers, the D6 seems locked in last place. Is it? Hardly so.

I initiated myself with the D6 on a three-day, 1800-mile ride from Triumph's Atlanta headquarters back to Wisconsin, first slabbing across the old South before dragging serious knee puck in the highly underrated—and underpoliced—Ozark Mountains. First impression? The little Daytona is not your average track-rack 600, with handlebars above the triple clamps, a wide fairing and a saddle supportive enough to burn a full tank of gas—140 miles—without undue butt-burn. I easily knocked off three 600-mile days without complaint. Try that on your R6, racer boy.

Speaking of, I've taken the D6 to the track twice: once with NESBA at tight-and-twisty Blackhawk Farms, and once at wide-open Road America with STT. At Blackhawk you feel the extra weight and girth in quick transitions, but at RA the D6 wins you over with perhaps the most stable chassis in the class. Steering is light, aided by the high bars, and the flat torque curve (at least 40 foot-pounds from 9500 to 13,000 rpm) makes for plenty of usable power. The now-smooth-shifting gearbox (much improved after a few thousand miles) makes it easy to keep revs up in the fun zone.

PHOTOS BY JIM MOY

7AM SUNDAY
Only two things are certain.
One: Your riding buddies will be here in an hour.
Two: You have to be home sometime tonight.
In between, life's a dream.
Cortech by
Tour Master.
CORTECH
More than 16 jacket and pant styles to choose.
Leather and textile. Black and colors. Shown:
"Magnum" Leather & "Coaster" Black/Silver Leather.
Everything You Need for the Ride.
CORTECH
by Tour Master.
Apparel | Gloves | Bags & Luggage | Rainsuits
Complete product information and dealer list: www.tourmaster.com | Or toll-free Automated Dealer Locator line: (800) 455-2552

Now that Japanese supersports are essentially racebikes with lights, the Daytona 600's rational approach makes it a viable alternative for many riders. A durable choice, too. We've logged exactly zero problems save for a design deficiency in the snap-together ram-air snorkel (now secured with plastic nuts, per a Triumph service bulletin) that

some less-than-gentle wheelie landings revealed. The only parts shed so far were the long-lived Pirelli Diablos, replaced with a set of surprisingly good Conti Force Max tires (more on these later). Next move is scouring the scarce Triumph aftermarket to bring power closer to class standards. More on that soon. —*A.F.*

What About The Others?

APRILIA TUONO

- *Ringleader:* **Cook**
- *Miles:* **5700–7100**

Now it's getting interesting. I found the courage to ask our old friend Wendell Phillips (of Lockhart Phillips fame, naturally) for an early Christmas present in the form of an Akrapovic Evo full exhaust system for the Tuono. (Courage? Well, it *is* a $2000 system, and I have some feelings for the cash flow of the aftermarket.) In a heartbeat, he offered it up—proof positive he dislikes quiet Italian twins as much as we do.

It's an amazing system. Fit is very good, even though it is not specifically for the Tuono. The welds are pure art. The bends are like Venus' elbow. A few ounces of the plastic chin fairing had to be cut away to make room, notably for the oxygen-sensor bung on the front downpipe, but it was a worthy sacrifice. Said Tuono was just about to go on the dyno when Aprilia's PR guy oozed over the phone to hold up: A set of 57mm throttle bodies, a carbon airbox and a new chip were on the way. This *will* get out of hand. —*M.C.*

BMW R1100S BOXER CUP REPLIKA

- *Ringleader:* **Carrithers**
- *Miles:* **8650–8913**

John Lennon was right. Life really is what happens while we're making other plans. While I was planning to slide new Works Performance shocks under both ends of the Boxer for what would have—should have—been its last appearance here, circumstances intervened. Somewhere in the rear shock installation, the stoplight wire decided to ground itself, blow fuses, short out the dash panel and leave us dead in the editorial water. Seeing only improbable deadlines prior to that diagnosis, I shuffled the bike off to the techs at Brown Motor Works in Pomona, who finally put everything right 3.15 hours and $217.73 later, plus $29.15 for a new stoplight switch.

We were still a little short of the Replika's 12,000-mile service, but we went ahead anyway. After fresh oil in the crankcase and a clean filter, new spark plugs, a few o-rings and a new headlight bulb—$473.40 including four hours labor—there is no further weirdness to report (other than my own cranial weirdness due to my high-speed get-off several months ago). Now I have 1087 miles to say goodbye and tell you how this new suspension works. —*T.C.*

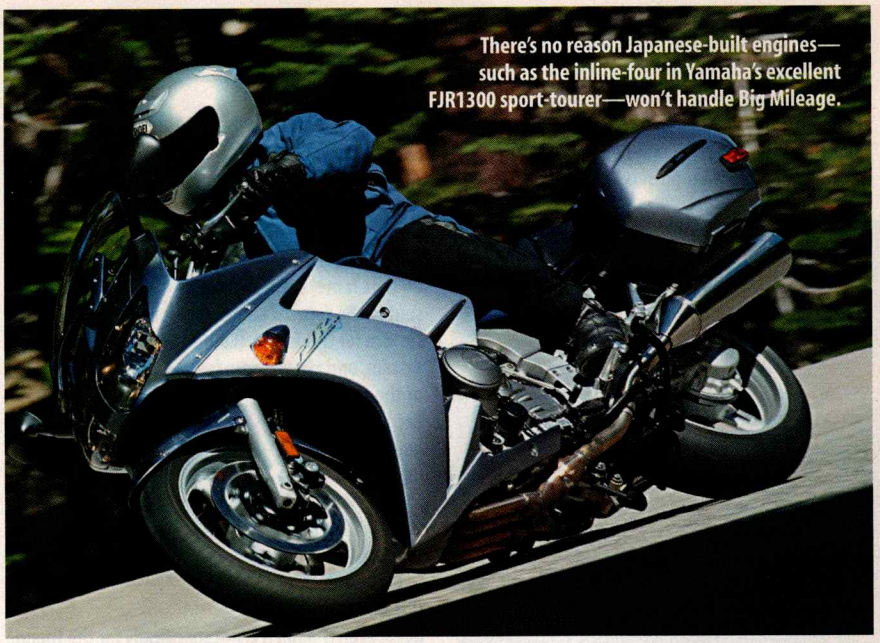
5:18PM FRIDAY
Sometimes the work week
leaves you work weak.
So you pack the saddlebags on Thursday night.
Your bike waits. Coiled.
5 o'clock Friday hits like a starting gun going off.
Bye.
Cortech by Tour Master.
More than 45 bags and soft luggage styles for Cruisers, Touring, and Sport Bikes. Shown: Cortech Sport Saddlebags & Tailbag. Available in Black, Red, and Blue.
CORTECH
by Tour Master.
Everything You Need for the Ride.
Apparel | Gloves | Bags & Luggage | Rainsuits
Complete product information and dealer list: www.tourmaster.com | Or toll-free Automated Dealer Locator line: (800) 455-2552

Answers

GOING THE DISTANCE

I'm looking for a bike to handle a commuting duty of about 100 miles a day, round trip. I am not looking for a couch on wheels such as a Gold Wing or a K1200LT, but a sport-tourer such as the Honda VFR800F or the Yamaha FJR1300. Most people I talk to about engines capable of handling high mileage always recommend BMW Boxer twins. I prefer the quality/price ratio of Japanese bikes but have never heard much about them regarding high mileage.

Alan O'Brien
Via e-mail



There's no reason Japanese-built engines—such as the inline-four in Yamaha's excellent FJR1300 sport-tourer—won't handle Big Mileage.

You're right. BMW riders seem to take great pride in their mileage accomplishments, and from that stems the reputation of BMW engines being capable of swallowing miles without hiccups. By extension, these braggarts suggest that Japanese sport-tourers aren't up to Big Mileage.

We say that's not even close to the truth. Put simply, any of these bikes ought to go the distance, though each—including the BMWs—will likely have some niggling problems. BMWs are not bulletproof by any stretch, but the company is smart enough to have dealers who take in-service problems as a personal challenge to make the customer happy. (Not all, of course, but quite a few.) BMWs also have a generous warranty period.

It's hard to say what will go wrong with something like an FJR1300 or a VFR800F. The Interceptor is notoriously tough on voltage regulator/rectifier units, though a running change for the current-generation bike may have fixed that. Although the basic VFR engine is proven, it's impossible to know if the new VTEC valvetrain will cause problems. We're guessing it won't, though the complicated adjustment procedure will probably cost more. On the FJR, it's too early to get a read on potential problems. A scan of the Micapeak registry (www.micapeak.com/reg/view/FJR1300) shows few common trouble spots beyond dry shock linkages.

Proper maintenance is essential to getting long life out of any vehicle, so we say buy the bike you like and take good care of it.

PISTON POPPER

I own a 2000 Honda VTR1000F and want more power. I have an exhaust system and a jet kit on order and was thinking of putting JE pistons in. The kit comes with pistons and pins but no rings. On the Web site it says to deglaze the cylinders only. With 10,000 miles on the bike, would that be necessary? These pistons bump compression to 11.0:1 from 9.5:1 (stock). What are the long-term effects of this on the bike? Will it change where the power and torque peaks are now?

Rob Chiato
Via e-mail

Consider internal engine mods as part of a larger project, not as stand-alone bits and pieces that will add incremental power as you put them in. By far, you will get the most bang for the buck with the jet kit and exhaust. These are areas where the manufacturers must make compromises for noise and emissions, and where you can best improve power and driveability. The next logical steps are to install a freer-flowing air filter and an ignition advancer.

Upping compression will improve combustion efficiency, though it's hard to say how much actual extra power you'll get. Generally, such a bump will increase torque throughout the rev range and may marginally improve fuel efficiency, but it will tend to make the engine run hotter and will probably require high-octane fuel. Furthermore, you will be upsetting the carefully chosen balance of combustion-chamber design, cam lift and profile, ignition timing and carburetion. Are you smarter than Honda? We aren't.

If you do go ahead with the pistons, plan to have a professional inspect the cylinder bores, and if they're in spec, do a light hone and install new rings. JE's forged pistons are intended to be used with stock rings. You've gone to all the trouble to open up the engine, so there's no sense cutting corners by reusing the stock rings, which is what JE seems to be suggesting by the recommendation to deglaze. New rings need to mate to a specific hone pattern for proper break-in, and you won't get that with a quickie deglaze.

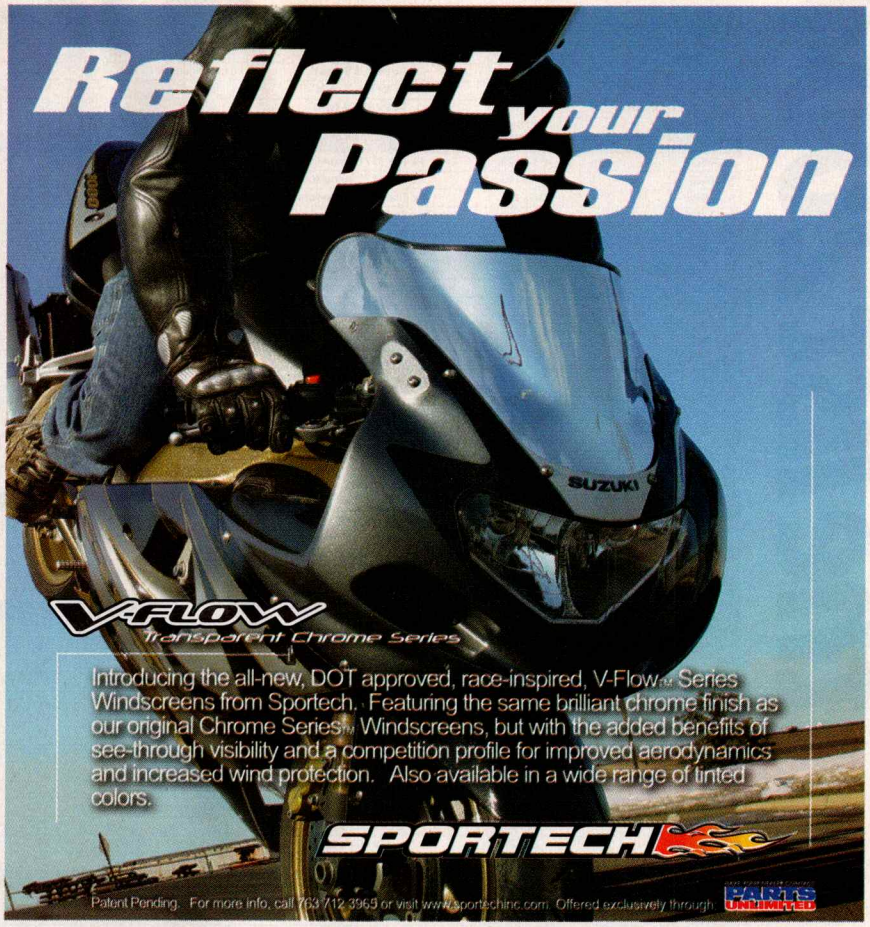
HAPPY HATTER

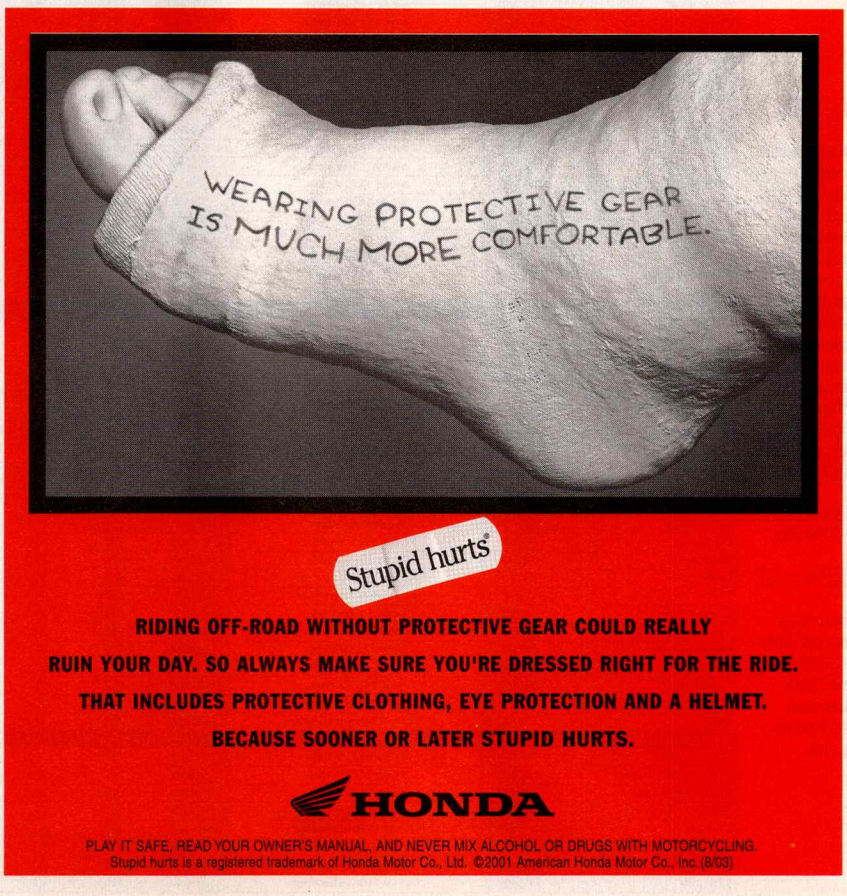
I just ponied up for my first expensive helmet. I wish I'd done it sooner. But now that I've spent my wad on the thing, I'm wondering how best to take care of it. Mostly, I'm worried about keeping the faceshield nice. It's one of those preformed things that's got to be damn expensive.

Tod Llans
Via e-mail

Somewhere at the bottom of the box in which your delish hat arrived was a little pamphlet called an owner's manual. Did you see it? OK, we're done being churlish. Soap and water—a mild dish detergent is good—will suffice for the shell. Remove bug leftovers from the shield by placing a wet towel on it, allowing a few minutes for the water to soften the insect remains. Wipe them off with just water, and then use a specialized plastic polish, not an ammonia-based cleaner, to get the remaining gunk. In fact, we recommend that you pack a washcloth-sized cotton towel and a small container of polish on your bike at all times so you won't be tempted to use a Wendy's napkin or something just as horrifying. Finally, keep the helmet in its supplied bag between rides.

Send your questions to *Motorcyclist*, Attn: Answers, 6420 Wilshire Blvd., Los Angeles, CA 90048-5515; fax them to (323) 782-2372; or e-mail us at mcmail@primedia.com. Time doesn't permit personal replies and the editors reserve the right to edit all letters, which must be exclusive to *Motorcyclist*.


Reflect your Passion
SUZUKI
V-FLOW
Transparent Chrome Series
Introducing the all-new, DOT approved, race-inspired, V-Flow™ Series Windscreens from Sportech. Featuring the same brilliant chrome finish as our original Chrome Series™ Windscreens, but with the added benefits of see-through visibility and a competition profile for improved aerodynamics and increased wind protection. Also available in a wide range of tinted colors.
SPORTECH
Patent Pending. For more info, call 763.712.3965 or visit www.sportechinc.com. Offered exclusively through
PARTS UNLIMITED


WEARING PROTECTIVE GEAR
IS MUCH MORE COMFORTABLE.
Stupid hurts®
RIDING OFF-ROAD WITHOUT PROTECTIVE GEAR COULD REALLY
RUIN YOUR DAY. SO ALWAYS MAKE SURE YOU'RE DRESSED RIGHT FOR THE RIDE.
THAT INCLUDES PROTECTIVE CLOTHING, EYE PROTECTION AND A HELMET.
BECAUSE SOONER OR LATER STUPID HURTS.
HONDA
PLAY IT SAFE, READ YOUR OWNER'S MANUAL, AND NEVER MIX ALCOHOL OR DRUGS WITH MOTORCYCLING.
Stupid hurts is a registered trademark of Honda Motor Co., Ltd. ©2001 American Honda Motor Co., Inc. (8/03)

the list 2004

MODEL	PRICE	ENGINE (note 1)	SPEEDS/ final drive	DRY wt. (lb.)	SEAT height (in.)	VERDICT
APRILIA 110 LONDONDERRY COURT SUITE 130 WOODSTOCK, GA 30188; 770/592-2261 WWW.APRILIAUSA.COM						
* RSV Mille Factory	$17,899	l-c 8v 998 V-twin	6/chain	408	31.2	Top-drawer Mille gets Öhlins suspension and radial-mount brake
* RSV Mille R	$13,999	l-c 8v 998 V-twin	6/chain	408	31.2	Totally new Mille with fresh frame, aggressive styling, even more attitude
RST1000 Futura	$12,999	l-c 8v 998 V-twin	6/chain	462	32.3	No mechanical changes for this angular, effective sport-tourer
RSV Tuono	$11,999	l-c 8v 998 V-twin	6/chain	404	32.3	The Ultimate Naked. Limited-number, tricked-out Racing version available
ETV1000 Caponord	$10,999	l-c 8v 998 V-twin	6/chain	474	32.3	Big-boned semi-off-roader continues into '04 with no major changes
SL1000 Falco	$10,999	l-c 8v 998 V-twin	6/chain	418	32.1	Falco continues without the R suffix. A fine bike overshadowed by the Tuono
BMW 300 CHESTNUT RIDGE ROAD WOODCLIFF LAKE, NJ 07677; 201/307-4000 WWW.BMWMOTORCYCLES.COM						
K1200GT	$17,990	l-c 16v 1171 inline-four	5/shaft	638	31.1	New last year, the GT is incredibly well equipped, including hard bags, ABS
K1200LT	$16,990	l-c 16v 1171 inline-four	5/shaft	796	30.3	Three versions (still): Base, Custom ($19,800) and Exodus ($22,500)
K1200RS	$16,990	l-c 16v 1171 inline-four	6/shaft	614	30.3	Same-same for '04, the K retains 130-hp "flying brick" engine, taste for speed
R1150RT	$16,290	a/o-c 8v 1130 opposed-twin	6/shaft	592	30.7	Unchanged except for a limited number coming in Night Black for $600 more
R1200CL	$15,990	a/o-c 8v 1170 opposed-twin	6/shaft	672	29.4	No changes for the bug-eyed CL. CLC version ($500 more) includes radio
R1150RS	$15,490	a/o-c 8v 1130 opposed-twin	6/shaft	515	30.5	Original Oilhead stays the course unchanged for 2004; Integral ABS standard
R1150GS Adventure	$15,200	a/o-c 8v 1130 opposed-twin	6/shaft	547	35.1	A massively butched-up GS with dirt tires; unchanged for '04
R1200C Phoenix	$15,100	a/o-c 8v 1170 opposed-twin	5/shaft	552	29.1	High-end Phoenix receives Twin Spark engine and EVO brakes with std. ABS
* R1200C Montauk	$14,990	a/o-c 8v 1170 opposed-twin	5/shaft	540	29.1	New version of R12C family uses R1200CL front end, small windscreen
R1200C Classic	$14,590	a/o-c 8v 1170 opposed-twin	5/shaft	543	29.1	Basic cruiser could be V-Rod's cousin? Gains EVO brakes and Twin Spark
R1150GS	$14,500	a/o-c 8v 1130 opposed-twin	6/shaft	544	33.1	Decontented GS Sport dropped. Basic GS unchanged this year. A great bike
* R1150R Edition 80	$13,900	a/o-c 8v 1130 opposed-twin	6/shaft	504	32.9	Limited-edition version of Rockster, with standard Integral ABS
R1100S	$13,690	a/o-c 8v 1085 opposed-twin	6/shaft	507	31.5	Mechanically unchanged, new colors for '04 will have to do
R1100S Boxer Cup Replika	$13,590	a/o-c 8v 1085 opposed-twin	6/shaft	487	31.5/32.0	300 to be imported; half with ABS and heated grips, half without
R1100S Boxer Cup Prep	$13,590	a/o-c 8v 1085 opposed-twin	6/shaft	485	31.5	Intended to be raced, the Prep is a stripped-down R1100S. ABS is optional
R1150R Rockster	$10,790	a/o-c 8v 1130 opposed-twin	6/shaft	488	32.9	Wicked Rockster sports wide bar, aggressive styling. ABS optional. We like
R1150R	$9990	a/o-c 8v 1130 opposed-twin	6/shaft	498	30.3	Unchanged for '04 beyond Twin Spark engine. ABS is a $2200 option
F650CS	$8690	l-c 4v 652 single	5/belt	389	30.0	Not officially an '04, sold in '03 spec through the Spring; new one coming
F650GS	$8190	l-c 4v 652 single	5/chain	395	30.7	Also still in '03 spec. ABS is a $500 option; off-road Dakar version available
BUELL 3700 WEST JUNEAU AVENUE MILWAUKEE, WI 53201; 414/343-8400 WWW.BUELL.COM						
* Firebolt XB12R	$10,995	a-c 4v 1203 V-twin	5/belt	395	30.5	Long-stroke version of XB9 engine pounds out more torque
* Lightning XB12S	$10,995	a-c 4v 1203 V-twin	5/belt	395	30.1	Same as Firebolt; original XL bore and stroke pump up grunt (some)
Firebolt XB9R	$9995	a-c 4v 984 V-twin	5/belt	385	30.5	No changes of note for smaller Firebolt. Battle Blue is the color
Lightning XB9S	$9995	a-c 4v 984 V-twin	5/belt	385	30.1	New-age naked with tiny ergos, too-radical geometry, not enough power
Blast!	$4595	a-c 2v 492 single	5/belt	360	25.5/27.5	Entry-level basher hangs tough
DUCATI NORTH AMERICA 10443 BANDLEY DRIVE CUPERTINO, CA 95014; 408/253-0499 WWW.DUCATIUSA.COM						
999S	$22,995	l-c 8v 998 V-twin	6/chain	439	30.7	Excepting the $32,000 999R, this is the hottest Ducati you can buy
* 749R	$21,995	l-c 8v 749 V-twin	6/chain	439	30.7	Super-mega-hyper 749 with 116 hp and race-spec suspension. Tasty!
999	$17,695	l-c 8v 998 V-twin	6/chain	439	30.7	Base-model 999 evocative, controversial, fast and reasonably comfortable
ST4s/ABS	$14,995	l-c 8v 996 V-twin	6/chain	479	32.3	Bosch ABS adds $1000 and 11 pounds. New fairing shared with ST3
* ST3	$11,995	l-c 6v 992 V-twin	6/chain	467	32.3	Replaces ST2 with three-valve-per-cylinder, liquid-cooled engine and new face
749S	$14,795	l-c 8v 748 V-twin	6/chain	439	30.7	Up-spec version of new 749 has better suspension, same power as 749
749	$13,495	l-c 8v 748 V-twin	6/chain	439	30.7	Baby 999 with 104 hp, in *monoposto* and *biposto*. New Dark is $1500 less
* Monster S4R	$13,495	l-c 8v 996 V-twin	6/chain	425	31.5	Replacement for the S4 is a 996cc version with single-sided swingarm
* Multistrada 1000 DS	$10,995	a-c 4v 992 V-twin	6/chain	441	33.5	Terblanche's bright idea: a rationalized sportbike/dual-sport crossover
Monster 1000 DS	$10,995	a-c 4v 992 V-twin	6/chain	416	31.5	Two-plug engine is dreamy, may be the best Monster going
Supersport 1000 DS	$10,995	a-c 4v 992 V-twin	6/chain	416	32.3	Dual-spark engine revitalizes moribund SS range; Öhlins shock is standard
Supersport 800	$7995	a-c 4v 802 V-twin	6/chain	409	32.1	No more 800 Sport, Supersport 800 is more bike for Sport's dough; great deal
Monster 800	$8695	a-c 4v 802 V-twin	6/chain	394	31.3	Midsize Monster unchanged for '04; Dark version dropped
Monster 620	$6995	a-c 4v 618 V-twin	5/chain	389	30.3	Low seat, low price are main inducements to buy a 620; Dark is $6595
HARLEY-DAVIDSON 3700 WEST JUNEAU AVENUE MILWAUKEE, WI 53201; 414/343-4056 WWW.HARLEY-DAVIDSON.COM						
Ultra Classic E-Glide	$19,595	a-c 4v 1450 V-twin	5/belt	788	30.7	Top-shelf tourer has everything but quick reflexes; new long-life tire for '04
V-Rod	$17,695	l-c 8v 1130 V-twin	5/belt	596	27.1	New VRSCB model with black frame and silver/black engine; still powerful
Road King Classic	$17,295	a-c 4v 1450 V-twin	5/belt	710	29.5	Special version of the Road King with hard-formed, leather-look saddlebags
Road Glide	$17,295	a-c 4v 1450 V-twin	5/belt	731	28.4	Wicked new paint schemes for '04. Touring chassis, sleek frame-mount fairing
Electra Glide Classic	$16,995	a-c 4v 1450 V-twin	5/belt	776	30.7	Big tourer with max customizing potential and all the soul you could want
Heritage Softail Classic	$16,995	a-c 4v 1450 V-twin	5/belt	696	26.6	Arguably the classic-cruiser template; fairly refined thanks to TC88B engine
Road King Custom	$16,995	a-c 4v 1450 V-twin	5/belt	721	26.1	Cool chrome nacelle leads the way for touring-family cruiser; bags included
Softail Deuce	$16,795	a-c 4v 1450 V-twin	5/belt	645	28.3	Factory custom breaks the Milwaukee mold; one of our favorite Harleys
Springer Softail	$16,495	a-c 4v 1450 V-twin	5/belt	653	27.5	Springer fork mated to sleeker styling than Heritage
Road King	$16,395	a-c 4v 1450 V-twin	5/belt	723	30.7	It's good to be King. (A classic style still selling well…to no one's surprise)
Fat Boy	$16,245	a-c 4v 1450 V-twin	5/belt	666	26.4	In the land of bratwurst, fat is phat. Strong seller unchanged for '04. Imagine!
Dyna Wide Glide	$15,995	a-c 4v 1450 V-twin	5/belt	639	27.8	A Willie G. favorite; 21-inch front wheel, apehangers
Dyna Low Rider	$14,995	a-c 4v 1450 V-twin	5/belt	623	26.2	Built for the slight of inseam, choppy ride results
Night Train	$14,995	a-c 4v 1450 V-twin	5/belt	630	26.7	Black and black on black. Haven't we seen this before?
Electra Glide Std.	$14,695	a-c 4v 1450 V-twin	5/belt	758	30.7	Base-model tourer ready for customizing. Strong, smooth TC88 engine
Dyna Super Glide Sport	$13,995	a-c 4v 1450 V-twin	5/belt	632	28.0	Taller legs, sporty ergos; a capable and fun Dyna
Softail Standard	$13,695	a-c 4v 1450 V-twin	5/belt	629	28.4	The bike that launched a thousand customs remains vital in its sunset years
Dyna Super Glide	$11,995	a-c 4v 1450 V-twin	5/belt	622	27.5	Lowest-cost TC88 Harley is the proverbial blank slate; go wild young man!
* Sportster 1200	$8495	a-c 4v 1203 V-twin	5/belt	554	26.3	New rubber mounts and freshened styling; Custom and Roadster versions
* Sportster 883	$6495	a-c 4v 883 V-twin	5/belt	555	26.3	No longer a vibey bottom-feeder; base 883 and Custom versions
HONDA 1919 TORRANCE BOULEVARD TORRANCE, CA 90501; 310/783-2000 POWERSPORTS.HONDA.COM						
* Rune	$25,499	l-c 12v 1832 opposed-six	5/shaft	794	27.2	Outrageous super-custom built in limited quantities; *this is a Honda?*
Gold Wing/ABS	$17,999	l-c 12v 1832 opposed-six	5/shaft	792	29.1	Massive but quick tourer should be past teething troubles; ABS adds $1000
ST1300/ABS	$13,499	l-c 16v 1261 V-four	5/shaft	630	31.1	A stunning long-distance mount hounded by FJR13; ABS is $1000 more
* VTX1800N	$13,399	l-c 6v 1795 V-twin	5/shaft	760	27.3	Rune-derived styling licks highlight this new VTX
VTX1800 Retro Cast/Spoke	$13,099	l-c 6v 1795 V-twin	5/shaft	739	27.3	Two retro versions return for '04: cast wheel and spoke version for $200 more
VTX1800C	$12,599	l-c 6v 1795 V-twin	5/shaft	705	27.3	Original VTX is still the best looking (we think)
RC51	$11,599	l-c 8v 999 V-twin	6/chain	430	32.3	Updated in '03, Hayden-replica paint for '04. Last gasp for Honda's racing V-twin?
* CBR1000RR	$10,999	l-c 16v 998 inline-four	6/chain	396	32.5	Honda's GSX-R1000 killer? Pulls tech from Rossi's winning MotoGP bike
Interceptor	$9999	l-c 16v 781 V-four	6/chain	472	31.7	Two colors for '04, red and Asphalt (ick). ABS adds $1000
* VTX1300C	$9199	l-c 6v 1312 V-twin	5/shaft	641	27.0	Midsize version of dragsterlike VTX1800C; nice and nimble
VTX1300 Retro	$9199	l-c 6v 1312 V-twin	5/shaft	661	27.0	Follows path of VTX1800R with spoke wheels and deep fenders
Super Hawk	$8999	l-c 8v 996 V-twin	6/chain	426	31.9	Nothing new mechanically; fresh paint. No replacement in sight (sigh)
CBR600RR	$8599	l-c 16v 599 inline-four	6/chain	370	32.3	New in '03, this 600-class rocket remains sharp, slick and fast (but porky)
Shadow Sabre	$8299	l-c 6v 1099 V-twin	5/shaft	573	27.2	Unchanged for '04—a Shadow for the hot-rod-inclined
CBR600F4i	$8199	l-c 16v 599 inline-four	6/chain	370	31.7	New one-piece seat from Euro CBR should really improve the F4i
919	$7999	l-c 16v 919 inline-four	6/chain	427	31.5	Another new color and preload/damping-adjustable fork. That's all for '04
Shadow Spirit	$7999	l-c 6v 1099 V-twin	5/shaft	553	28.7	Still clacking along, this is pretty much the original VT1100 from '87
* 599	$7099	l-c 16v 599 inline-four	6/chain	401	31.1	Rebadged Hornet 600 is much better than it should be; pricey, though
* Shadow Aero	$6199	l-c 6v 745 V-twin	5/shaft	519	25.9	New little Shadow uses a shaft in place of the Spirit 750's chain. Oh, boy…
XR650L	$5499	a-c 4v 644 single	5/chain	324	37.0	Air-cooled RFVC thumper continues unchanged for '04
Shadow VLX	$4999	l-c 6v 583 V-twin	4/chain	452	25.6	Budget cruiser for the coupon clipper. Not for the enthusiast, sadly
Nighthawk	$3399	a-c 4v 234 vertical-twin	5/chain	287	29.3	A little something for Great Aunt Martha, yes?
Rebel	$2999	a-c 4v 234 vertical-twin	5/chain	306	26.6	Miniature cruiser is well built but arthritic. New colors for '04
KAWASAKI 9950 JERONIMO ROAD IRVINE, CA 92618; 949/770-0400 WWW.KAWASAKI.COM						
* Vulcan 2000	$14,499	l-c 8v 2053 V-twin	5/shaft	750	27.2	Let the displacement wars begin! Kawasaki ups the ante to two liters…
Vulcan 1500 Nomad	$12,999	l-c 8v 1470 V-twin	5/shaft	743	28.3	Touring Nomad remains unchanged for '04; fuel injected only
Vulcan 1500 Drifter	$10,999	l-c 8v 1470 V-twin	5/shaft	670	28.7	Now that Indian's gone can we call this Indian-inspired? (Well, *it is*…)
Vulcan Mean Streak	$10,999	l-c 8v 1552 V-twin	5/shaft	637	27.6	Upped displacement for '04, and a new twin brother (sister?) over at Suzuki
ZX-12R	$10,999	l-c 16v 1198 inline-four	6/chain	463	31.9	Reinvigorated with dual-plate throttle bodies and radial-mount brakes
* ZX-10R	$10,999	l-c 16v 998 inline-four	6/chain	375	32.5	No more Mr. Nice Guy. Deadly serious 10 has big moxie for a big job
Vulcan 1600 Classic	$10,499	l-c 8v 1552 V-twin	5/shaft	675	26.8	Bored-out version of evergreen Vulcan, dropped $500 for '04
ZZR1200	$10,499	l-c 16v 1164 inline-four	6/chain	528	31.5	No changes for the fast, comfortable, capable son of ZX11

CONVENTIONS

Cooling medium (a-c equals air-cooled, l-c equals liquid-cooled, a/o-c equals air- and oil- cooled); total number of valves (4v), displacement in cc; number of cylinders and configuration (single, inline-three, opposed-twin, V-twin)

* denotes new-for-2004 bike

BACK ISSUES

To order back issues call (866) 601-5199 or e-mail back issues-mail order@primedia.com.

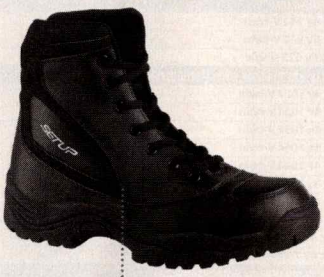
Street Smart.

GP

Lorica construction.
Standard or waterproof versions available.
Black, blue/black or red/black.
$174.99 or **$199.99** for the waterproof version.

Pegaso

A low cut, low priced but high value street boot. Black Go vented for **$159.99** or waterproof for **$179.99**



Urban

Freestyle Assault boot! **$74.95**

Motonation SETUP

CALL US TOLL FREE AT **877-789-4940** OR SEE YOUR LOCAL DEALER. VISIT OUR ONLINE CATALOG AT **WWW.MOTONATION.COM** FOR MORE INFORMATION.

Call TOLL FREE for Membership Information

- **Full Time Government Relations To Protect Your Right To Ride**
- **Participate In Thousands Of Sanctioned Events**
- **Monthly Magazine**
- **Discounts, Trip Routing, Club Information**
- **MORE! Call TODAY:**

800 AMA JOIN

AMERICAN MOTORCYCLIST ASSOCIATION

GET IT ON!

MOTORCYCLE SAFETY FOUNDATION

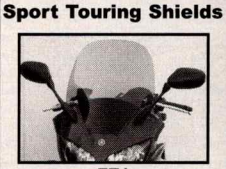
THE MORE YOU KNOW THE BETTER IT GETS

For A Motorcycle RiderCourse Near You, Call:

800-447-4700

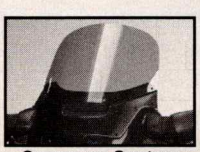
SIZE MATTERS

Sport Touring Shields



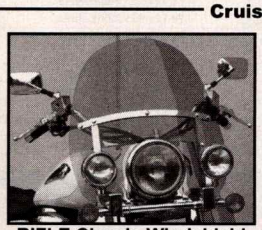
FZ1
2 heights • $119

ST1100
3 heights • $129

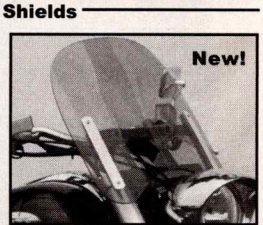


Concours System
3 heights • $219

Cruiser Shields



RIFLE Classic Windshield
Slim • 20" wide • from $259
Standard • 22" wide • from $259
L • 25" wide • $319
SS • 28" wide • $319
3 heights • hardware included



RIFLE SoloShield™ • $199
Fits most cruisers
17" W x 15" H x 3/16" thick
4" height adjustment
Infinite angle adjustment
Custom billet alum. hardware

All riders are not the same size
Neither should be their windshield
Get one that's right for you!

Luggage

We also stock LeatherLyke™ saddlebags and other luggage

RIFLE

800-262-1237
3140 El Camino Real
Atascadero, CA 93422
800-663-1016 Canada
www.rifle.com
www.soloshield.com

the list 2004

MODEL	PRICE	ENGINE (note 1)	SPEEDS/ final drive	DRY wt. (lb.)	SEAT height (in.)	VERDICT
Vulcan 1500 Classic	$8999	l-c 8v 1552 V-twin	5/shaft	644	27.6	New 1600 version means a $1000 price drop for 1500 Classic; good deal!
Z1000	$8499	l-c 16v 953 inline-four	6/chain	437	32.3	Minted last year, the only changes for '04 involve colors: red and green
ZX-6RR	$8399	l-c 16v 599 inline-four	6/chain	355	32.5	Revised bore/stroke ratio to make the RR a better race weapon
Concours	$8199	l-c 16v 997 inline-four	6/shaft	595	31.1	Aging sport-tourer still has fans. For '04, take any color you want if it's black
ZX-6R	$7999	l-c 16v 636 inline-four	6/chain	355	32.5	In its sophomore year, 636cc smoker gets revised suspension rates—yay!
ZRX1200R	$7899	l-c 16v 1164 inline-four	5/chain	492	31.1	Nothing major for ZRX, but no Lawson-replica paint job this year? Heresy!
Vulcan 800 Drifter	$6999	l-c 8v 805 V-twin	5/chain	547	29.9	Double-dish fenders, ultra-retro looks; no changes for '04
Vulcan 800 Classic	$6499	l-c 8v 805 V-twin	5/chain	516	27.8	Best looking of the non-Drifter 800s by far and dynamically competent
ZZR600	$6499	l-c 16v 599 inline-four	6/chain	430	30.7	Elderly ZX-E rebadged a ZZR in '03; price dropped $500 for '04
Vulcan 750	$6099	l-c 8v 749 V-twin	5/shaft	483	28.9	Well, they must sell a pile of these things…keeps '80s hairdo
Vulcan 800	$5999	l-c 8v 805 V-twin	5/chain	496	28.0	Got that full-fendered look and a stout heart
KLR650	$4999	l-c 4v 651 single	5/chain	337	35.0	Big-bore "killer" aged yet with undiminished popularity; right bike, right price
Ninja 500R	$4799	l-c 8v 498 vertical-twin	6/chain	388	30.5	Only competition is Suzuki's newly clothed GS500F; $300 price drop for '04
Vulcan 500 LTD	$4699	l-c 8v 498 vertical-twin	5/chain	439	28.1	Ninja 500R-powered cruiser in middle-of-the-road clothing
KLR250	$3999	l-c 4v 249 single	6/chain	258	33.7	Little KLR lacks punch of 650 (no kidding!) but still good value
Ninja 250R	$2999	l-c 8v 248 vertical-twin	6/chain	304	29.3	Tiny tot tempting tool for terrorizing townsfolk (still)
Eliminator 125	$2499	a-c 2v 124 single	5/chain	282	26.8	Mini cruiser returns after one-year hiatus; not freeway legal
KTM 1119 MILAN AVENUE AMHERST, OH 44001; 440/985-3553 WWW.KTMUSA.COM						
950 Adventure/S	$12,498	l-c 8v 942 V-twin	6/chain	436	36.7	New V-twin powers this über-trailie to amazing (performance) heights
950 Adventure	$11,998	l-c 8v 942 V-twin	6/chain	436	36.7	Blessedly lower seat hight on non-S version will make it accessible to mortals
LC4 Adventure	$N/A	l-c 4v 625 single	6/chain	340	35.4	Tall, expensive, take it anywhere
MOTO GUZZI 109 SMOKEHILL LANE SUITE 190 WOODSTOCK, GA 30188; 678/238-0902 WWW.MOTOGUZZI-US.COM						
* Breva 1100	$N/A	a-c 4v 1064 V-twin	5/shaft	N/A	N/A	Just-revealed Super Standard may make the '04 model year. Here's hoping!
California EV Touring	$13,490	a-c 4v 1064 V-twin	5/shaft	573	30.7	Cruiser-based touring rig with bags and windshield
California EV	$11,990	a-c 4v 1064 V-twin	5/shaft	553	29.5	Multiple versions: Aluminum, Titanium, EV and, for all we know, bubblegum
V11 Le Mans/Rosso Corsa	$11,490	a-c 4v 1064 V-twin	6/shaft	498	31.5	Half-faired Le Mans in regular or Rosso Corsa ($13,990) models
* V11 Sport Ballabio/Cafe Sport	$11,490	a-c 4v 1064 V-twin	6/shaft	487	31.5	Guzzi's Tuono. Ballabio is base model, Cafe Sport ($13,990) has Öhlins gear
V11 Sport Naked	$10,990	a-c 4v 1064 V-twin	6/shaft	487	31.5	Naked, quirky, vibey…differs from the Ballabio/Cafe Sport by its clip-ons
* California Stone Touring	$10,490	a-c 4v 1064 V-twin	5/shaft	542	29.9	New model may be called Touring Lite. Corporate Guzzi engine, natch
California Stone	$9790	a-c 4v 1064 V-twin	5/shaft	542	29.9	Also lots of different versions, including Chrome, Metal and basic
* Breva 750	$7790	a-c 4v 744 V-twin	5/shaft	401	29.0	Sweet handling, totally docile newbie machine; nicely built, too
* Custom 750	$7490	a-c 4v 744 V-twin	5/shaft	N/A	N/A	Based on the V7, the new Custom is the cruiser analog to the Breva
MZ 771 FENTRESS BOULEVARD SUITE 22 DAYTONA BEACH, FL 32114; 386/274-1948 WWW.MOTORRADNA.COM						
* 1000S	$N/A	l-c 8v 998 parallel-twin	6/chain	463	N/A	Sketchy info from MZ, but the 1000S is promised for '04. No, really
Baghira Black Panther/Supermoto	$6295	l-c 4v 660 single	6/chain	345	34.5	Demi-dirtlets pack Yamaha-built thumper. Black Panther is, natch, black
RT125/125SM	$2995/$3195	l-c 4v 124 single	6/chain	295/293	N/A /34.4	Traditionally styled RT and Motard-wannabe SM are cute, small, kinda rare
MV AGUSTA 2300 MARYLAND ROAD WILLOW GROVE, PA 19090; 215/830-3300 WWW.MVAGUSTAUSA.COM						
* F4 Brutale Oro	$28,995	l-c 16v 750 inline-four	6/chain	423	31.1	Special-edition Brutale with just 300 units worldwide
F4 SPR	$22,695	l-c 16v 750 inline-four	6/chain	423	31.1	Hopped-up version with race exhaust and more ponies; 300 units only
F4S EVO3	$18,895	l-c 16v 750 inline-four	6/chain	414	31.1	Basic F4 received chassis and engine improvements for '03; 1+1 version, too
* F4 Brutale S	$13,995	l-c 16v 750 inline-four	6/chain	423	31.1	Naked F4 is finally here. Strada version is hardly a stripper
SUZUKI 3251 EAST IMPERIAL HIGHWAY BREA, CA 92821; 714/996-7040 WWW.SUZUKICYCLES.COM						
* Marauder 1600	$10,999	l-c 8v 1552 V-twin	5/shaft	637	27.6	Looks a lot like a Kawasaki Mean Streak with a bobbed fender to us
GSX1300R Hayabusa	$10,899	l-c 16v 1299 inline-four	6/chain	478	31.7	Lord and master speed bike unchanged for '04…because it's still the King
GSX-R1000	$10,599	l-c 16v 988 inline-four	6/chain	370	32.3	Although the competition is finally awake, Suzuki stands pat for '04
Intruder 1500LC	$9999	a/o-c 6v 1462 V-twin	5/shaft	652	27.6	Huge cruiser not getting any prettier with passage of time
* GSX-R750	$9549	l-c 16v 749 inline-four	6/chain	360	32.5	Who knew? We all thought the 750 class was dead. No one told Suzuki
DL1000 V-Strom	$8999	l-c 8v 996 V-twin	6/chain	456	32.7	Modest price hike for this surprisingly versatile and popular dualie
Intruder 1400	$8349	a/o-c 6v 1360 V-twin	5/shaft	535	28.9	Still looks good all these years later, but not on the same planet, dynamically
* GSX-R600	$8099	l-c 16v 599 inline-four	6/chain	359	32.5	Many, many tweaks, GSX-R1000-lookalike styling; promises much
SV1000/S	$7999	l-c 8v 996 V-twin	6/chain	408	31.9	Nothing major for the big SVs, new last year. Dramatically angular styling
Bandit 1200S	$7399	a/o-c 16v 1157 inline-four	5/chain	485	31.1	New colors for '04, slow-selling naked version dropped
Katana 750	$7299	a/o-c 16v 749 inline-four	6/chain	465	31.1	Only you will understand why you've bought one. Your GSX-R friends won't
* DL650 V-Strom	$6599	l-c 8v 645 V-twin	6/chain	417	32.3	Suzuki 'Strom's the SV650. Should be (little) big fun on all roads
Intruder Volusia	$6599	l-c 8v 805 V-twin	5/shaft	526	27.6	Midsize Intruder remade in more "traditional" idiom
Intruder 800	$6399	l-c 8v 805 V-twin	5/shaft	443	27.6	Used to be a hot/cool 750. We were younger and cooler, too
Katana 600	$6299	a/o-c 16v 599 inline-four	6/chain	458	30.9	Smaller jellybean, same flavor (vanilla)
Marauder 800	$5999	l-c 8v 805 V-twin	5/chain	456	27.6	Hot-rod licks, uneven styling, good dynamics
SV650/S	$5899	l-c 8v 645 V-twin	6/chain	364	31.7	Status quo for the fab little SV. Half-faired version costs $400 more
DR650SE	$5499	a/o-c 4v 644 single	5/chain	324	34.8/33.0	Capable dual-purpose mount; more dirt worthy than KLR
DR-Z400S	$4999	l-c 4v 398 single	5/chain	291	36.8	A real dirt bike with lights; worth the commitment
* GS500F	$4999	a-c 4v 487vertical-twin	5/chain	397	31.1	Gone for a year, the GS500 is recast with GSX-R 1000 bodywork. Ooohhh…
Savage	$4299	a-c 4v 652 single	5/belt	352	27.6	Savage, at the heart, is a pussycat; for beginners who like thumpers
DR200SE	$3899	a-c 4v 199 single	5/chain	249	31.9	Cute, little dirtlet for campground carving
GZ250	$2999	a-c 2v 249 single	5/chain	302	27.8	Nice-handling toy cruiser in need of ponies
TRIUMPH 385 WALT SANDERS MEMORIAL DRIVE NEWNAN, GA 30265; 678/854-2010 WWW.TRIUMPH.CO.UK						
Rocket III	$15,990	l-c 12v 2294 inline-three	5/shaft	704	29.1	Dropping the A bomb on the cruiser class. Bigger engine than a rental car's
Tiger	$10,500	l-c 12v 955 inline-three	6/chain	474	33.1/33.8	Updated engine puts it in contention with R-GS
Sprint ST	$10,300	l-c 12v 955 inline-three	6/chain	456	31.5	Unchanged and about to get its tail kicked by new STs; marginally cheaper
Daytona 955i	$9999	l-c 12v 955 inline-three	6/chain	420	32.1	Pepped-up styling and $1700 price drop puts Daytona in the thick of it
Speed Triple	$8890	l-c 12v 955 inline-three	6/chain	416	32.1	Down $2000 from '03. Buy one before Triumph comes to its senses
Thunderbird Sport	$8499	l-c 12v 885 inline-three	6/chain	494	31.1	Sport, with better suspension and brakes, survives the base T-Bird
Daytona 600	$7999	l-c 16v 599 inline-four	6/chain	363	32.1	New super 600 replaces troubled TT600. Still not quite in CBR/R6 territory
Thruxton 900	$7999	a/o-c 8v 865 parallel-twin	5/chain	497	28.3	Punched-out Bonnie with better performance potential, lots of accessories
Bonneville America/Speedmaster	$7899	a/o-c 8v 790 parallel-twin	5/chain	497	28.3	America and $600-more Speedmaster are alike under the skin
Bonneville	$7499	a/o-c 8v 790 parallel-twin	5/chain	451	31.5	Big hit for Triumph, absolutely looks the part; and special T100 for $400 more
Speed Four	$6499	l-c 16v 599 inline-four	6/chain	374	31.9	Naked TT600 is $1300 cheaper than last year. We like it even more
VICTORY 2100 HIGHWAY 55 MEDINA, MN 55340; 763/417-8650 WWW.VICTORY-USA.COM						
* Arlen Ness Signature	$19,999	a/o-c 8v 1507 V-twin	5/belt	620	26.5	Mega-custom from the pen of Ness (who, apparently, can do no wrong)
Vegas	$15,349	a/o-c 8v 1507 V-twin	5/belt	620	26.5	Beautiful and competent, this is the bike that turned Victory around
V92TC	$15,199	a/o-c 8v 1507 V-twin	5/belt	720	28.3	Touring Cruiser is what it says: bags, windshield and a new destination
* Kingpin	$14,999	a/o-c 8v 1507 V-twin	5/belt	639	26.5	Traditionally styled cruiser with windshield; not as tour-y as the TC
YAMAHA 6555 KATELLA AVENUE CYPRESS, CA 90630; 714/761-7300 WWW.YAMAHA-MOTOR.COM						
Royal Star Venture	$16,399	l-c 16v 1294 V-four	5/shaft	807	29.5	No changes for '04. Midnight version in Black Onyx sells for $16,899
* Road Star Silverado	$12,599	a-c 8v 1670 V-twin	5/belt	712	27.9	New big-inch engine for '04. Silverado makes bags and windscreen standard
Road Star Warrior	$12,099	a-c 8v 1670 V-twin	5/belt	606	28.1	Revised ergonomics and two-piece saddle for '04; same bad-ass attitude
FJR1300/ABS	$11,499	l-c 16v 1298 inline-four	5/shaft	537	32.2	Sold out in '03. Comes into '04 with improved brakes, suspension, optional ABS
* Road Star	$10,999	a-c 8v 1670 V-twin	5/belt	679	27.9	Warrior-style cubes for Yamaha's best-selling cruiser, and that can't be bad
V-Max	$10,899	l-c 16v 1198 V-four	5/shaft	580	30.1	One more go-round for Mr. Max. Too tough to kill, too mean to die
* YZF-R1	$10,599	l-c 20v 998 inline-four	6/chain	379	32.8	Totally new and set to rumble with fresh CBR1000 and GSX-R. Expect sparks
V Star 1100 Silverado	$9399	a-c 4v 1063 V-twin	5/shaft	639	27.9	Silverado package adds semitouring goodies; no changes for '04
FZ1	$8499	l-c 20v 998 inline-four	6/chain	458	32.3	Nothing mechanically different, but new graphics for '04
V Star 1100 Classic/Custom	$8299	a-c 4v 1063 V-twin	5/shaft	600	27.9	Classic is traditional style, custom more dragbikelike…got it?
YZF-R6	$7999	l-c 16v 599 inline-four	6/chain	357	32.3	Revised exhaust canister for '04 and that's about it. What more do you want?
YZF600R	$6999	l-c 16v 599 inline-four	6/chain	412	31.7	Unchanged for '04. Life will be harder for the fine YZF with the FZ6 around
V Star Silverado	$6899	a-c 4v 649 V-twin	5/shaft	544	27.9	Familiar Silverado package applied to the 650
* FZ6	$6499	l-c 16v 599 inline-four	6/chain	423	31.5	New R6-powered standard looking for a fight with Honda's 599
V Star Classic/Custom	$5899	a-c 4v 649 V-twin	5/shaft	505	28.0	Inexpensive but not cheap, a fine entry-level cruiser
XT225	$3999	a-c 4v 223 single	6/chain	238	31.9	Easygoing little scoot is more than enough for most folks
TW200	$3599	a-c 2v 198 single	5/chain	260	31.1	Nothing new for this family-style trail bike—since, like, forever
Virago 250	$3399	a-c 4v 249 V-twin	5/chain	302	27.0	Docile, forgiving, small yet still a hoot (if you're in the right frame of mind)

Subscribe to SPORT RIDER

Save 45% Get One Year for just $12.95

Done by and for biking enthusiasts, we bring the hottest bikes into your home

In-depth tests of the latest motorcycles

Project bikes, riding tips and techniques, product reviews

And much, much more!

Fill out the enclosed card and mail today. Or send payment with your order to:

Sport Rider
P.O. Box 420235
Palm Coast, FL 32142-0235

Or visit us online at
www.sportrider.com

Subscribe to Sport Rider!

Canadian orders add $13.00 per year (including GST), all other foreign orders add $15.00 per year (for surface mail postage); all payments must be prepaid in U.S. funds. Savings based on annual newsstand costs. Please allow 6-8 weeks for delivery of first issue.

hard numbers

motorcycle	measured hp (@ rpm)	measured torque (ft.-lb. @ rpm)	corrected best 1/4 mi.* (sec. @ mph)	roll-ons 60–80 mph* (sec.)	wet weight (lb.)	ergos**	last*** tested
Aprilia RST1000 Futura ('01)	101.8 @ 9250	63.4 @ 7500	11.09 @ 123.0	4.52	535	28.1/22.8/5.5	1/02
Aprilia RSV Mille ('01)	108.5 @ 9250	66.9 @ 7250	10.68 @ 132.2	3.35	482	29.5/17.5/1.6	9/01
Aprilia RSV1000 Tuono ('03)	114.0 @ 9250	66.8 @ 8500	10.92 @ 126.43	4.04	453		1/04
Aprilia SL1000 ('00)	110.4 @ 9500	69.3 @ 7100	10.99 @ 125.0	4.56	485		8/00
Aprilia SL1000 Falco R ('02)	87.5 @ 8750	60.4 @ 7000	11.18 @ 120.41	4.44	495		10/02
BMW F650CS ('02)	48.6 @ 7500	42.4 @ 5500	13.01 @ 97.71	4.77	428		6/02
BMW K1200GT ('03)	110.7 @ 8750	76.8 @ 7000	11.47 @ 119.29	3.90	684	27.7/18.8/9.1	10/03
BMW K1200LT ('00)	83.0 @ 6750	75.7@ 5000	13.83 @ 98.7	9.42	866	25.0/22.7/11.6	2/01
BMW R1100S ('00)	92.2 @ 7250	70.9 @ 5750	12.67 @ 111.0	5.44	545		6/00
BMW R1150GS ('00)	79.7 @ 6500	72.2 @ 5500	12.84 @ 103.1	6.59	586		12/99
Buell XB9R Firebolt ('02)	78.2 @ 7250	61.8 @ 5500	11.71 @ 113.74	4.73	455		12/03
Buell XB12S Lightning ('03)	92.2 @ 6750	71.9 @ 5750	11.38 @ 117.59	3.85	462		1/04
Ducati Monster S4 ('01)	98.9 @ 8750	63.5 @ 7000	11.20 @ 121.0	4.11	459	28.9/17.7/7.1	5/01
Ducati Monster S4R ('03)	110.5 @ 9000	69.5 @ 7250	10.84 @ 126.05	3.48	456		1/04
Ducati Multistrada ('03)	82.9 @ 7750	66.9 @ 4250	11.44 @ 113.22	3.92	486	28.9/17.7/7.1	5/01
Ducati ST4s ('02)	107.8 @ 9000	66.7 @ 7000	10.74 @ 126.1	4.39	521	28.1/18.2/4.9	12/01
Ducati Supersport 900 i.e.('00)	77.5 @ 7750	59.3 @ 5750	11.99 @ 109.5	5.61	444		6/00
H-D FXDX Dyna Super Glide Sport ('99)	62.5 @ 5500	76.3 @ 3250	13.54 @ 96.5	5.82	651		11/98
H-D S.E. Road Glide ('00)	70.8 @ 5250	86.4 @ 2750	13.93 @ 93.1	6.71	828		5/00
H-D V-Rod ('02)	109.3 @ 8250	74.3 @ 7000	11.31 @ 114.95	4.05	620	24.7/30.1/14.4	4/02
Honda 919 ('03)	102.9 @ 9250	65.1 @ 7750	11.18 @ 120.72	3.59	485	26.7/18.2/9.3	9/03
Honda CBR600F4i ('01)	95.5 @ 12,500	42.6 @ 10,250	10.71 @ 126.7	4.12	435	27.7/17.8/4.9	8/01
Honda CBR600RR ('03)	105.4 @ 13,500	43.7 @ 11,250	10.94 @ 127.13	4.23	445	27.7/17.2/1.4	5/03
Honda CBR954RR ('02)	132.1 @ 11,250	68.4 @ 8750	10.20 @ 139.0	2.70	439	28.7/17.6/3.3	6/02
Honda CBR1100XX ('97)	136.7 @ 9500	80.9 @ 7500	10.20 @ 134.5		556		2/97
Honda Gold Wing ('01)	104.1 @ 5500	109.9 @ 4250	12.78 @ 103.3	5.90	898	23.0/23.1/11.8	2/01
Honda RC51 ('00)	118.5 @ 9000	72.1 @ 7500	10.97 @ 128.2	4.94	489	28.3/16.6/1.7	8/00
Honda ST1300 ('03)	114.1 @ 7500	85.3 @ 6250	11.43 @ 118.55	4.52	727	25.5/20.4/9.7	10/03
Honda VFR800F Interceptor ('02)	99.1 @ 10,750	54.2 @ 8750	11.26 @ 119.5	5.07	557	28.5/18.4/5.9	5/02
Honda VTR1000F Super Hawk ('00)	100.7 @ 8250	67.0 @ 6250	11.47 @ 119.4	5.00	480		6/00
Honda VTX ('02)	94.6 @ 5000	105.1 @ 3250	12.21 @ 107.48	4.12	758	25.5/28.3/13.7	4/02
Honda VTX1300S ('02)	60.3 @ 5000	77.4 @ 3000	13.72 @ 94.51	5.51	708		7/02
Kawasaki Mean Streak ('02)	63.7 @ 5750	72.8 @ 2500	13.43 @ 96.68	5.52	695	27.1/28.2/12.8	4/02
Kawasaki Ninja 500R ('01)	50.2 @ 9250	30.9 @ 7750	12.81 @ 101.2	7.05	443		10/01
Kawasaki Vulcan 1500 Classic FI ('00)	54.6 @ 5000	73.6 @ 2500	14.07 @ 92.6	9.43	727		9/00
Kawasaki W650 ('01)	44.2 @ 6750	37.7 @ 4250	13.75 @ 94.5	7.40	472		7/01
Kawasaki Z1000 ('03)	125.1 @ 10,250	68.9 @ 8000	10.69 @ 126.72	4.00	493	25.9/18.2/7.3	9/03
Kawasaki ZR-7S ('01)	65.5 @ 9250	43.8 @ 6000	12.59 @ 106.1	5.02	520		11/01
Kawasaki ZRX1200R ('01)	112.8 @ 8500	79.6 @ 6750	10.70 @ 125.8	3.20	544	26.1/18.1/9.4	7/01
Kawasaki ZX-6R Ninja ('03)	107.8 @ 12,750	46.7 @ 10,750	10.87 @ 128.42	4.34	418	28.3/17.1/1.1	5/03
Kawasaki ZX-9R Ninja ('02)	125.0 @ 10,250	67.5 @ 9500	10.16 @ 138.28	2.98	472	29.3/18.1/3.4	6/02
Kawasaki ZX-12R Ninja ('03)	161.4 @ 10,000	91.3 @ 7750	9.92 @ 143.74	3.17	547	29.5/18.2/2.6	9/02
Kawasaki ZZ-R1200 ('02)	145.2 @ 9750	87.1 @ 4500	10.12 @ 136.90	3.20	609	28.5/18.0/6.6	6/02
KTM 950 Adventure S ('03)	88.9 @ 8000	61.8 @ 6250	11.67 @ 113.12	3.71	495		1/04
Moto Guzzi California Special Sport ('02)	62.9 @ 6500	58.7 @ 5250	13.14 @ 98.64	6.56	572		2/02
Moto Guzzi V11 Sport ('00)	80.6 @ 7750	65.0 @ 5750	12.18 @ 110.9	5.14	546	28.8/17.2/5.7	10/00
MV Agusta F4 Brutale S ('03)	106.0 @ 12,000	51.1 @ 10,500	10.74 @ 108.20	3.69	467		1/04
MV Agusta F4 Strada ('00)	114.6 @ 12,750	52.6 @ 10,250	11.09 @ 128.0	4.86	480	31.0/17.7/0.2	9/00
Suzuki Bandit 600S ('00)	72.9 @ 10,750	38.6 @ 9000	12.59 @ 106.8	6.76	510		5/00
Suzuki Bandit 1200 ('01)	101.8 @ 8500	70.0 @ 4250	10.98 @ 121.9	3.38	530	27.8/19.2/9.0	7/01
Suzuki Bandit 1200S ('01)	101.6 @ 8250	71.8 @ 7250	11.15 @ 121.8	4.02	543	27.8/19.2/9.0	10/00
Suzuki GS500E ('01)	39.2 @ 8500	26.6 @ 7000	13.65 @ 95.5	8.52	424		10/01
Suzuki GSX1300R Hayabusa ('03)	156.1 @ 9500	99.0 @ 6750	9.88 @ 143.88	2.70	550		6/99
Suzuki GSX-R600 ('03)	101.7 @ 13,250	45.8 @ 10,750	11.08 @ 123.54	5.36	423	30.0/17.6/2.0	5/03
Suzuki GSX-R750 ('00)	123.0 @ 12,500	57.7 @ 10,000	10.26 @ 135.6	4.11	426	30.2/17.5/1.5	7/00
Suzuki GSX-R1000 ('03)	152.1 @ 11,000	78.0 @ 8250	10.08 @ 142.11	2.63	444	29.9/17.3/2.0	7/03
Suzuki SV650S ('03)	72.5 @ 8750	47.2 @ 7250	12.53 @ 104.76	5.61	436	29.9/17.3/2.0	7/03
Suzuki SV1000 ('03)	111.2 @ 9000	70.7 @ 7500	10.90 @ 126.19	3.56	476		1/04
Suzuki SV1000S ('03)	111.2 @ 9000	70.7 @ 7500	10.95 @ 125.77	3.71	485	29.9/17.3/2.0	7/03
Suzuki TL1000S ('00)	106.1 @ 8250	69.1 @ 6500	11.15 @ 121.1	4.61	487		6/00
Triumph Bonneville ('01)	56.8 @ 7250	42.1 @ 7000	13.57 @ 96.4	6.89	499		7/01
Triumph Daytona 955i ('02)	127.2 @ 10,750	66.3 @ 8750	10.54 @ 132.4	3.65	486	29.7/17.3/2.0	7/03
Triumph Speed Triple ('03)	113.7 @ 9000	78.2 @ 6250	10.96 @ 122.12	3.66	491	27.7/18.1/7.6	9/03
Triumph Sprint RS ('00)	93.6 @ 9250	61.5 @ 5250	11.76 @ 110.4	4.77	512		6/00
Triumph Sprint ST ('01)	99.8 @ 9500	62.0 @ 5750	11.52 @ 117.03	4.16	547	28.2/18.1/6.0	1/02
Triumph TT600 ('02)	97.0 @ 12,750	41.8 @ 10,500	11.23 @ 123.20	4.61	455	27.5/16.5/5.2	4/02
Yamaha FJR1300 ('03)	126.8 @ 8000	90.0 @ 7000	11.02 @ 124.08	3.65	641	27.2/19.0/10.3	10/03
Yamaha FZ1 ('03)	125.7 @ 9750	71.0 @ 7750	10.75 @ 127.57	3.30	514	28.1/19.3/9.5	9/03
Yamaha Road Star ('99)	56.8 @ 4000	88.5 @ 2250	14.44 @ 88.9		740		7/99
Yamaha Royal Star Venture ('99)	81.7 @ 6000	79.7 @ 4500	13.66 @ 93.6	8.74	890		8/99
Yamaha V-Max ('97)	118.2 @ 8500	84.6 @ 6000	10.87 @ 124.0		616		1/97
Yamaha Warrior ('02)	76.3 @ 4500	97.9 @ 3500	12.51 @ 104.76	4.87	658	27.6/28.1/12.3	4/02
Yamaha YZF-R1 ('02)	136.8 @ 10,750	73.4 @ 8250	10.07 @ 142.13	2.69	441	29.1/17.0/1.7	6/02
Yamaha YZF-R6 ('03)	105.4 @ 12,750	44.7 @ 11,750	11.01 @ 125.27	4.46	415	27.9/17.1/2.5	5/03
Victory V92TC Deluxe ('02)	75.0 @ 5000	86.9 @ 3750	12.97 @ 100.24	4.86	771		4/02
Victory Vegas ('03)	70.9 @ 4751	93.1 @ 3027	12.99 @ 101.04	4.62	668		5/03

* Performance with test-session weather conditions corrected to sea-level standard conditions (59 degrees F, 29.92 in. of mercury).

**Ergonomic measurements are as follows: distance from seat to bar/distance from seat to peg/effective handlebar rise.

Test numbers used here are generated by the *Motorcyclist* staff using a Dynojet 150 or SuperFlow CycleDyn (noted in red) rear-wheel dynamometer, Intercomp SWII digital scale and Los Angeles County Raceway's quarter-mile strip utilizing a Chrondek timing system.

MOTORCYCLIST © (ISSN 0027-2205) Issue 1285 • Copyright 2004 by PRIMEDIA Specialty Group, Inc. All rights reserved. Published monthly by PRIMEDIA Specialty Group, Inc. 6420 Wilshire Blvd., Los Angeles, CA 90048-5515. Periodicals postage paid at Los Angeles, CA 90052, and additional mailing offices. Canada Publications Mail Sales Agreement No. 40008153. Return Undeliverable Canadian Addresses to Deutsche Post GM, 4960-2 Walker Road, Windsor, ON N9A 6J3. Subscription rates for one year (12 issues): U.S., APO, FPO and U.S. Possessions $18; Canada $31 U.S. funds (price includes surface mail postage and GST—Reg. No. 872093125RT0001). All other countries $33 U.S. funds per year. For subscription information write to *Motorcyclist*, P.O. Box 420235, Palm Coast, FL 32142-0235 or e-mail motorcyclist@palmcoastd.com. •**POSTMASTER**: Please send address changes to *Motorcyclist*, P.O. Box 420235, Palm Coast, FL 32142-0235. • CONTRIBUTIONS should be mailed to 6420 Wilshire Blvd., Los Angeles, CA 90048-5515. They must be accompanied by return postage and we assume no responsibility for loss or damage thereto. Any material accepted is subject to such revision as is necessary in our sole discretion to meet the requirements of this publication. Upon publication, payment will be made at our current rate, which covers the author's and/or contributor's right, title and interest in and to the material mailed including but not limited to photos, drawings, charts and designs, which shall be considered as text. The act of mailing a manuscript and/or material shall constitute an express warranty by the contributor that the material is original and in no way an infringement upon the rights of others. • CHANGE OF ADDRESS: Six weeks notice is required to change a subscriber's address. Please give both old and new addresses and label. Mail to *Motorcyclist*, P.O. Box 420235, Palm Coast, FL 32142-0235.

MOTOR CYCLIST

T-SHIRTS

MAGAZINE

FOUR NEW STYLES!

ALL SHIRTS AVAILABLE IN SMALL, MEDIUM, LARGE, EXTRA LARGE AND XXL

$16.99 A

$12.00 B

$12.00 C

100% COTTON HANES BEEFY-T

$16.99 D

name:

address: city:

state: zip: daytime phone:

qty.	item code	size	color	item description	XL/XXL $3	price each	total

merchandise total:
sales tax: *(see above)*
shipping: *(see above)*
Alaska, Hawaii, Canada: *(see above)*
order total:

method of payment:
☐ check or money order ☐ visa ☐ mastercard ☐ american express ☐ discover

credit-card number expiration date

cardholder's signature

Sales tax: California 7.75%
Shipping charges: UPS Ground 48 States

Orders less than $20.00	$6.00
$20.01–$40.00	$7.00
$40.01–$60.00	$8.00
$60.01–$80.00	$9.00
$80.01–$100.00	$10.00

$100.00 and above 15% of total order
Alaska, Hawaii and Canada add $15.00

Send checks or money orders to:
PRIMEDIA ENTERPRISES
c/o Client Logic Corporation
P.O. Box 60
Kingstree, SC 29556

Merchandise Returns to:
PRIMEDIA ENTERPRISES
c/o Client Logic Corporation
3357 Southpark Place
Grove City, OH 43123
For credit-card orders call toll-free
(866) 601-5199 within the U.S.,
outside of the U.S. call **(714) 712-2130**
8:30A.M. to 5:00P.M. PST Monday–Friday
E-mail:
backissues-mailorders@primedia.com
Please allow up to six weeks for delivery. 4/04
Fax: **(714) 456-9177**

by Dexter Ford, Editor At Extra Large

My "Inner Junk Man"

WHEN BOEHM TOLD ME THIS WOULD BE THE CHEAP Thrills issue, I had a cheap thrill of my own. Because when it comes to doing fun stuff for no money, I'm the titan of tight. The maestro of miserly. The undisputed champ of cheap.

My lovely wife, Kathy Jane, worries about building a tidy retirement nest egg. Me, I don't get it. What fun is living comfortably in your old age, driving the Buick to visit the kids at their respective Ivy League colleges, when you could be rummaging through dumpsters rescuing rusty GT380 Suzukis, old beach cruisers, odd-shaped carpet remnants and bits of scrap aluminum?

There's just something about an abandoned bike that calls out to my inner junk man. Where other, better-adjusted humans see a pile of festering crap in the vague shape of a motorcycle, I see the soul of the machine, the way its designers saw it in their dreams, back when it was going to be the hottest, fastest, most fabulous object in the two-wheeled universe. I see all the care and thought and effort it took to design this clutch cover, sculpt that tank, lace that wheel, machine this hub. And it feels like a crime to let all that good work slide into the smelter.

Although I can almost afford newer, more socially acceptable objects these days, there's a part of me that just says no. Like empty-nest parents longing for their children long after they've moved out and become reality-show producers, I pine for the familiar. And in my case, the familiar includes being stone, dead broke.

In 1976 I moved from Connecticut to Los Angeles in a '67 Chevy Van I had acquired for $25. The kid I bought it from, Craig "Crash" McElvey, apologized for ripping me off. But it carried me through two years of college, four or five failed relationships and an ill-considered amateur motocross career before this, its last great voyage. The final stretch across the Mojave Desert represented the last nail in the valiant Chevy's coffin—or, rather, the last few thousandths of bearing material in one of its rod journals. I sold it to a gullible guy from Watts with one good eye. Unhindered by—or perhaps because of—his monocular vision, he saw a world of possibility where others—even I—now saw only a lumbering, rod-knocking hulk.

With the $200 I got for the van, I set out to acquire usable transportation. I saw an ad for a used Yamaha RD350 at a dealership about 50 miles away. The price was perfect: $199. So I hitchhiked the 210 freeway out to Azusa one fine Saturday morning carrying 10 twenties and my old Bell motocross helmet.

It wasn't an RD350, but it was close. It was an R5, the earlier drum-braked version. Others had seen its bald tires, faded gold paint, torn seat and filth-encrusted engine. I saw Don Emde winning the Daytona 200 on a TR3, the racing version of the bike that stood, er, dripped before me.

The thing started, kind of, and ran, sort of—though its pistons were about as loose as Paris Hilton. I remember wobbling and sputtering home with a huge grin, the R5's oddly worn tires dancing over the concrete rain grooves, my shoulder-length hair and flannel shirt beating me to a semiconscious pulp.

Years later, my finances still in flux, I bought another just-to-get-around bike, a '69 BSA 441 Victor, for all of $400. Think of it as Fred Flintstone's dual-sport bike—if Fred had a cockney accent. The Victor was legendary for reluctant starting, but for some reason mine, through some accident of fate, worn rings and fortuitous ignition timing, would bang to life every time with just the right combination of carb tickling, throttle opening and kickage.

One day I walked out of a Sizzler to find my Victor gone. I called the cops, made a report and hitchhiked back to work, heartbroken. The cops called half an hour later. The kid who had stolen it had rolled downhill from the Sizzler, trying to bump-start it for miles, but never got it going. All the cops had to do was wait at the lowest place in the city—where all the loose BSAs would inevitably appear.

It was about then that I broke into big-time motojournalism—an oxymoron if I've ever typed one. I had written a couple of tech pieces and optimistically sent them to the Ivory Tower Itself, *Cycle Magazine*. Against all odds, the powers that be at *Cycle*, Phil Schilling and Gordon Jennings, were impressed by my work—and actually wanted to meet me.

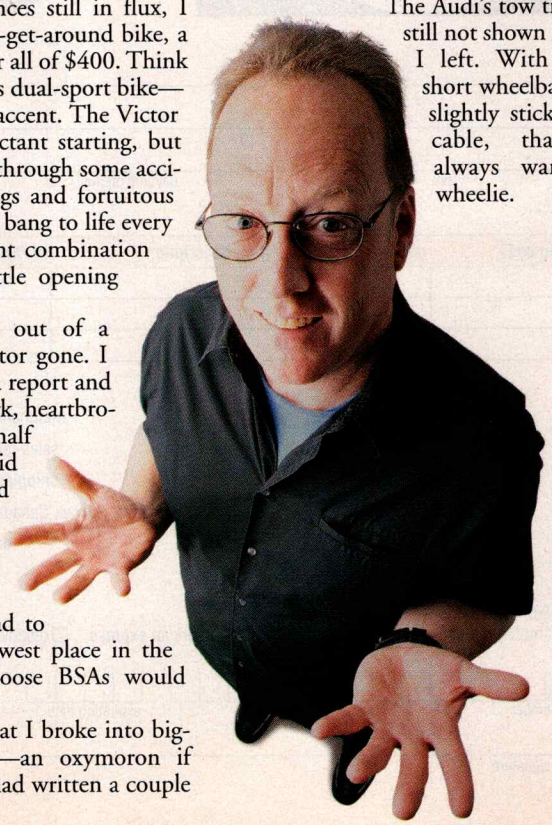
The great meeting was to occur at Solley's, a San Fernando Valley deli. I rode up on my Victor, and the *Cycle* guys, Schilling, Jennings and my old friend Don Phillipson, carpooled over in Phil's Audi.

The Big Lunch went well—except for the part where they ragged on my bike with no hint of mercy. "Is it Victor, or Victim?" they asked. "That thing's like my ex-wife—never could get started." Har, har, har. I smiled bravely, but I made a mental note to get even.

Didn't take long. I walked the esteemed triumvirate out to their exotic German machine. They climbed in and waved goodbye. But as Phil cranked and cranked the starter, it became clear the Audi was DOA. Vapor-locked, on this broiling Valley afternoon.

I walked my Victor over near the expensive Audi. Backed her up against the compression. Cracked the throttle ¾ths of a turn. Stomped the kickstarter and fired 'er up.

The Audi's tow truck had still not shown up when I left. With such a short wheelbase and a slightly sticky clutch cable, that BSA always wanted to wheelie. MC



JIM BROWN

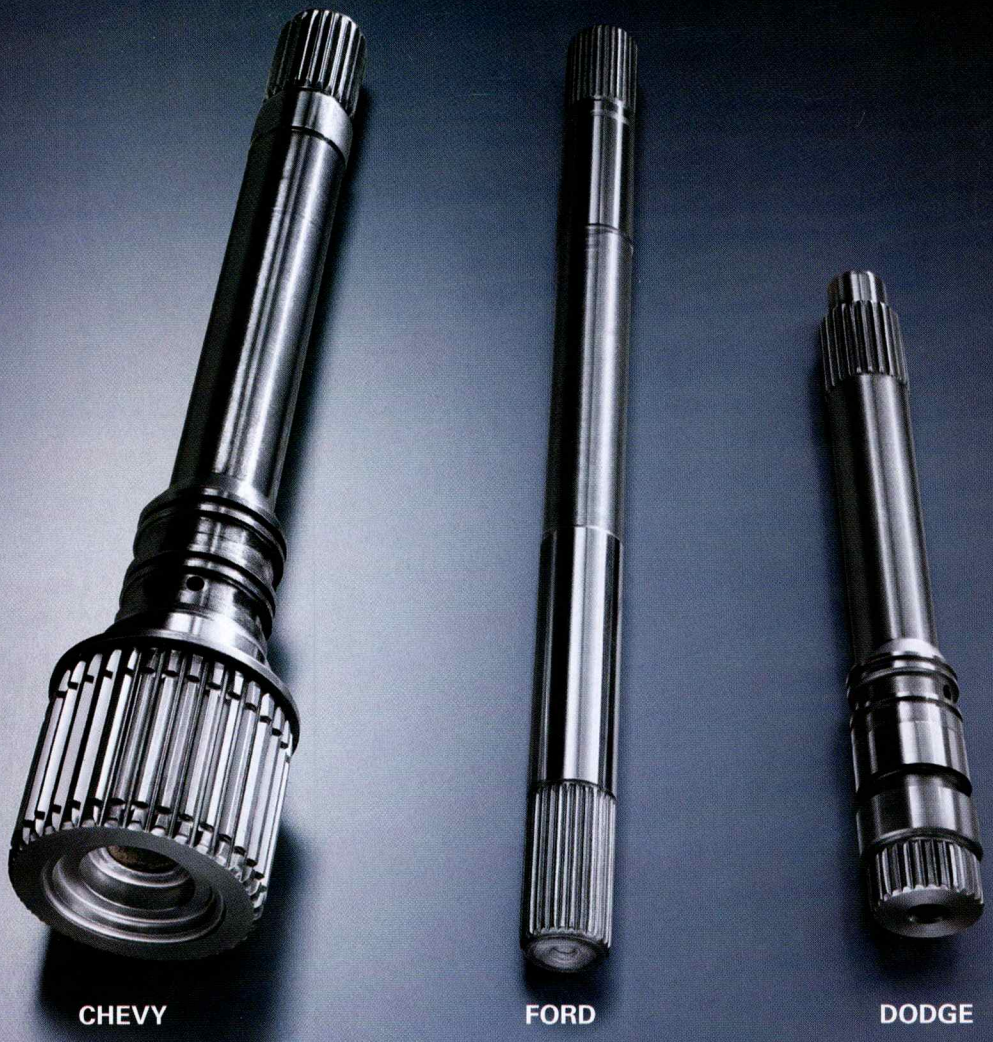
BURNER HELMET

- one-touch activated ram-air scoop vent system
- flows much more air than conventional helmet vent systems
- optically correct polycarbonate shield offers safe, clear vision
- chin venting and removable breath deflector helps prevent fogging
- constructed of polycarbonate/abs composite for safety and lightweight
- exclusive shield replacement system is easiest no-tool design available
- padded neck roll reduces wind noise and adds comfort
- fully padded, e.p.s. chin bar for extra protection
- dual density e.p.s. liner for extra protection
- dot/snell m2000 approved
- **suggested retail $235.00**

Inside MOTORCYCLING
PRESENTED BY PARTS UNLIMITED
Saturday Mornings On Spike TV
10:00-10:30(PST/EST)

iicon™
Check out our full line of riding gear at www.rideicon.com

WHICH HEAVY DUTY PICKUP REALLY HAS A HEAVY DUTY TRANSMISSION?



DO YOU HAVE THE RIGHT TRUCK?

Does your truck offer an Allison™ transmission • Does that transmission have the same shafts used in medium duty commercial trucks • Chevy™ Silverado® HD Pickup does. And the available Allison transmission* in a Chevy Silverado HD Pickup can be paired with either the available Big Block Vortec™ V8* or the available Duramax™ Diesel.* How's that for a heavy duty powertrain?

Silverado. The right truck. From Chevy. The most dependable, longest-lasting trucks on the road.†

SILVERADO LIKE A ROCK

877-THE TRUCK or chevy.com/silverado *Available only on 2500HD and 3500 models. †Dependability based on longevity: 1981–July 2002 full-line light-duty truck company registrations. Excludes other GM divisions. ©2003 GM Corp. Buckle up, America!